



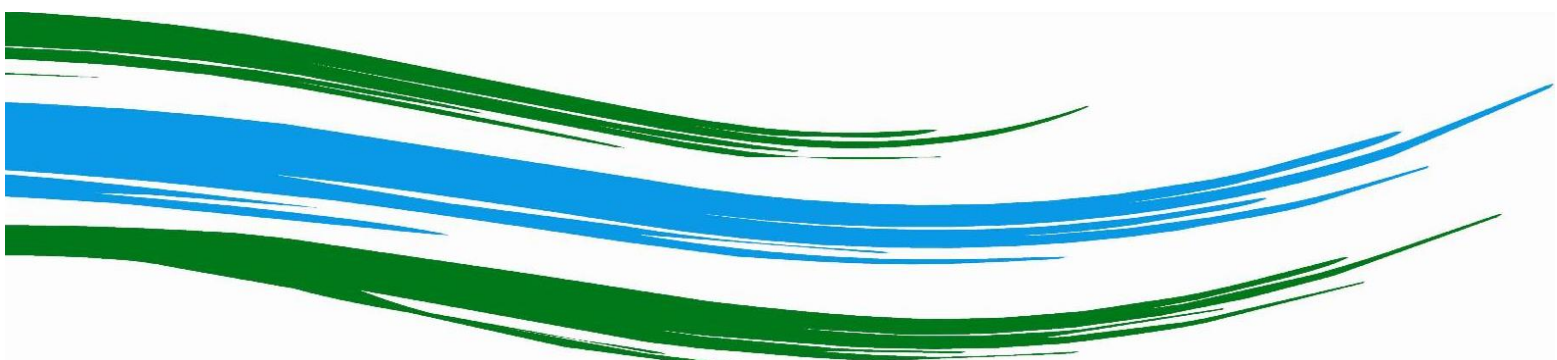
# Camden Council

## Attachments

**Ordinary Council Meeting**  
**22 May 2018**

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**Camden Council**  
**Administration Centre**  
**70 Central Avenue**  
**Oran Park**



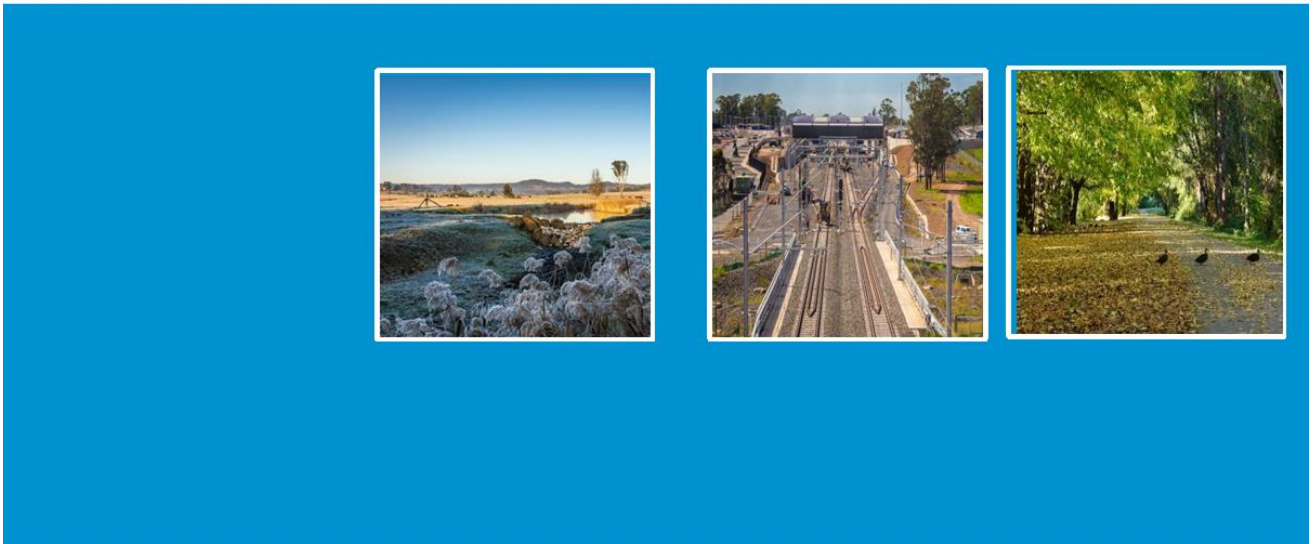


# ORDINARY COUNCIL

## ATTACHMENTS - ORDINARY COUNCIL

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# Submission to Outer Sydney Orbital Transport Corridor







COVER PAGE – Main Photo: The OSO corridor at Luddenham and the WSA site at Badgenys Creek (Source: Transport for NSW)

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## Executive Summary

The planning by all tiers of Government for the future delivery of an effective and efficient transport infrastructure network in the Greater Sydney Region, will require both considerable vision and courage. Council acknowledges there are many planning challenges and opportunities in Western Sydney in the years ahead, all of which must be met with a collaborative, coordinated approach by Australian, State and Local Government.

As a part of Western Sydney, Camden Council and the Camden LGA community are located at the forefront in meeting these challenges and opportunities; undergoing a rapid urban transformation characterised by increasing population. Council is tasked with the responsibility of representing both this emerging community (projected to be 230,000+ by 2036) as well as an existing population (approx. 90,000 as at 2018).

The NSW Government's proposed *Outer Sydney Orbital Transport Corridor* (OSO) is a project of transport planning significance for Western Sydney and the Camden LGA, and its community. It is significant not only in the potential impact it will have in facilitating integrated land-use and transport planning for the success of Western Sydney, but is also significant for the potential adverse impact it will have on local landowners, residents, communities, the environment and heritage items.

Council does not support the current at-grade alignment of the OSO. Any subsequent review of the OSO alignment by Transport for NSW (and associated supporting information) must be exhibited for further review and comment by all stakeholders.

Further to the potential adverse impacts on local landowners and residents, Council notes its acknowledgement and support for the many concerns raised by our community, and recognise that community members outside of the corridor have not been adequately consulted with and that the response to these issues has been unsatisfactory to date.

Camden Council has identified a number of key issues and concerns regarding the transport planning for the proposed orbital in the Camden LGA and Western Sydney, highlighting points of concern, implications and recommendations for project outcomes. Council would welcome the opportunity to engage further with Transport for NSW in collaboration with the Camden LGA community, in discussing these issues, to assist in resolving the concerns associated with the proposed orbital project.

## Key Messages

To assist Transport for NSW in assessing the following submission, Council's key messages are grouped to align with the issues identified in the *Outer Sydney Orbital Corridor Study – Draft Strategic Environmental Assessment* report; namely:



1. The recommended corridors;
2. Land use and property impacts;
3. Traffic and transport;
4. Socio-economic impacts;
5. Heritage;
6. Biodiversity and air quality;
7. Surface water and flooding;
8. Landscape and visual amenity
9. Soil and geology; and
10. Noise and vibration.

As part of this Executive Summary, following are the key issues identified by Council through a merit-based assessment of Transport for NSW's exhibition material for the proposed orbital, coupled with representations made by the affected community and key stakeholders. Council explores each of these issues in further detail, in the main section of this submission.

*(Source: Camden Council – State of the Environment Report 2015/16)*



Camden Council Submission – Outer Sydney Orbital Transport Corridor (May 2018)



## 1. The recommended corridors

*Key Issue for the Camden LGA* – Council does not support the exhibited surface (at-grade) OSO corridor alignment due to the adverse impact it would have upon the Camden LGA. Council could only offer support to the OSO project if the corridor was provided underground, wherever it is likely to directly impact existing residential, commercial, heritage and environmental land.

If the exhibited corridor is unable to be undergrounded, Council would seek that Transport for NSW review the alignment to address the issues raised in this submission, and re-exhibit the amended corridor for further comment.

Council acknowledges the strategic significance of an OSO Transport Corridor, and the need for the NSW Government's early identification and protection of its alignment. However, **Council does not support the current at-grade OSO alignment, and can only offer support to the OSO project subject to the future orbital corridor being provided underground, wherever it is likely to directly impact existing residential and commercially occupied property, as well as land of heritage and environmental significance.**

**If the exhibited corridor is unable to be undergrounded, Council insists that Transport for NSW review the alignment to address the issues raised in this submission, and re-exhibit the amended corridor for further comment.**

While the merit-based approach taken by Transport for NSW is noted in determining a recommended alignment for the proposed corridor, this rationale provides little (if any) comfort to residents/landowners impacted by the proposal. For all the projected benefits associated with an OSO, it also has the potential to divide communities. Council strongly recommends the undergrounding of the OSO wherever it impacts existing/established residential, commercial, heritage and environmental land to reduce the severance of communities, both existing and future.

## 2. Land use and property impacts

*Key Issue for the Camden LGA* – there is an urgent need for TfNSW to determine a timeframe for corridor protection/acquisition and the construction of strategic road and rail infrastructure, to address the potential adverse impacts on property owners affected by the corridor, and to provide further information to Council on the inconsistencies between the proposed corridor and Council's Rural Land Strategy.

Council is equally committed to both existing customers (community) as well as advocating for future customers – our community that will grow throughout the Camden LGA over the next 30+ years. To ensure existing and future customers/community are best served, it is important that Transport for NSW work with the community, Council and the Greater Sydney Commission in determining definitive timeframes for corridor protection, future construction and a timely land acquisition strategy; as well as clarifying permissible interim uses, with a view to circumventing any adverse planning outcome on any impacted landowner (in the event of an 'at-grade' corridor alignment).



The planning principles enshrined in Council's *'Rural Lands Strategy 2017'* (which is provided as an **attachment** to this submission) require direct consideration in identifying the proposed OSO alignment.

As part of the further investigation into the OSO, Transport for NSW needs to develop a thorough cost-benefit analysis for the proposed project, and make this information publicly available as part of subsequent consultation stages with affected stakeholders.

### 3. Traffic & transport

*Key Issue for the Camden LGA* – the need for integrated, contingent transport planning, that quantifies impacts from the OSO on the local road network (e.g. east/west connections), justified by a robust cost-benefit analysis and traffic modelling data.

As part of its visionary initiatives for Western Sydney and the Greater Sydney Region, to facilitate the successful delivery of integrated transport infrastructure, Transport for NSW should consider a vision that develops a well-connected, well-designed and free-flowing road network supported by appropriate infrastructure for a growing city that provides effective movement of people and goods within the local area and broader region.

Subject to a finalised alignment of the proposed OSO, the potential adverse impacts on the local road network need to be quantified by Transport for NSW. It is necessary to undertake comprehensive modelling to justify the need for east/west connections between the OSO and the Camden LGA local road network (other than Burragorang Road to the south, and Greendale Road to the north).

To advocate for sustainable transport planning in Western Sydney, a contingent planning approach is needed, in anticipation of any conceivable variables e.g. whether the extent of an orbital corridor may be different in the future, resulting from technological advancement (autonomous vehicles, electric-powered freight trucks).

Given the scale of the proposed orbital and its far-reaching impacts, more information is needed in the form of a cost-benefit analysis regarding alignment options, supported by up-to-date traffic modelling for the road network in Western Sydney.

### 4. Social and economic impacts

*Key Issue for the Camden LGA* – the need for an extensive investigation into the 'human health' impacts of the proposed OSO; need to engage with community outside of the OSO corridor that have not been directly consulted; to support economic growth in the Camden LGA, action is needed to relieve road congestion via infrastructure investment.

As part of the corridor protection process, the *Draft Strategic Environmental Assessment* report requires expansion to include detailed investigation into the anticipated implications for human health resulting from the proposed orbital, prior to proceeding any further with corridor protection e.g. adverse impacts from 'just terms' compensation and the land acquisition process, tax implications etc, and the absence of direct consultation with the community outside of the OSO corridor. From a social perspective, as evidenced through the representations made to Council by the affected community, the





**currently proposed orbital is expected to have adverse impacts on both people and places.**

With the projected population growth in Western Sydney, both Australian and NSW government investment in transport infrastructure e.g. OSO, WSA, North South Rail etc. will influence core planning objectives, including affordable housing, connectivity, liveability, resilience and sustainability. Effective land-use and transport integration is required to ensure growth and investment outcomes occur as a result in Western Sydney.

Council is in support of the NSW Government's vision of a system to support the Greater Sydney's growing economy, acknowledging that strategic transport infrastructure such as the OSO can play a pivotal role in alleviating urban congestion and help stimulate business sectors such as tourism. Reduced congestion and improved travel times are a benefit of investment in an orbital corridor (subject to an appropriate alignment).

## 5. Heritage

**Key Issue for the Camden LGA – there is a need, prior to protection of the proposed corridor, to comprehensively assess the impacts on items of heritage significance in the Camden LGA e.g. Denbigh Estate, Teen Ranch.**

The Camden LGA includes several items of both Aboriginal and non-Aboriginal heritage significance, with the broader Macarthur area long referred to as the "birthplace of the nation's wealth" in reference to its historical links via agriculture.

The historical significance of the areas in proximity to the proposed orbital corridor warrant a comprehensive review by Transport for NSW of the heritage components of the *Draft Strategic Environmental Assessment* report as recently exhibited.

## 6. Biodiversity and air quality

**Key Issue for the Camden LGA – Council and the Camden LGA community are passionate about the environment and human health (biodiversity and air quality). The OSO's potential adverse impact warrants further investigation by Transport for NSW before corridor protection occurs, to protect environmentally significant areas such as South Creek in the Camden LGA.**

With the extent of environmentally significant land in the Camden LGA, there is a need to identify appropriate areas to offset vegetation (preferably in the Camden LGA), such as clearance of Cumberland Plain Woodland, prior to the finalisation of the proposed corridor alignment. This should also include a detailed assessment of the existing flora and fauna species including targeted surveys for threatened species, to guide the alignment of the proposed orbital corridor.

An Environment Impact Assessment is needed that critically evaluates the potential impacts on air quality in the Camden LGA of a proposed orbital, inclusive of the cumulative impacts of other major infrastructure projects proposed for Western Sydney e.g. WSA.



Council also notes that the South Creek corridor has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection. Without sufficient detail available in the SEA, Council insists that Transport for NSW give careful consideration to any possible impacts on this vital part of our region and continues to engage with Council and the community.

## 7. Surface water and flooding

*Key Issue for the Camden LGA – that a definitive flooding assessment (including Probable Maximum Flood Assessment) is conducted for the proposed orbital, to mitigate any adverse impacts on the floodplain, Nepean River and other significant water bodies.*

While Transport for NSW is currently at the 'corridor protection' stage of the orbital project, it is imperative that a definitive flood impact assessment is completed prior to proceeding to the next phase. For example, impacts on the 'Probable Maximum Flood' (PMF) are not referenced in the *Draft Strategic Environmental Assessment* report. A thorough investigation is required into the issue of surface water and flooding before a corridor for the orbital is protected.

## 8. Landscape and visual amenity

*Key Issue for the Camden LGA – the need for a cost-benefit analysis between a surface and underground approach for the orbital; and the commissioning of a Landscape and Visual Impact Assessment which extends to the impacts resulting from the future construction of the orbital, and is not limited to the current corridor identification process.*

Council acknowledges the provision of a project such as the OSO is significant in both its requirement for capital investment, any potential economic and transport benefits it may yield, as well as its potential for impact on the community and local environment e.g. landscape and visual amenity. Consequently, it is important that the NSW Government prepare/disclose a Strategic Business case, or cost-benefit analysis for the orbital, even though it is only at the protection stage of the project. This information is important for Council and the community to understand how any adverse impact on the landscape and visual amenity is rationalised, in providing a broader context for the overall community benefit.

A holistic review of the implications of the proposed corridor via an Environmental Impact Assessment is crucial to enable the affected community to evaluate how the orbital will affect the landscape and visual amenity of the local area. This should include clear imagery prepared by Transport for NSW, projecting the scale of an OSO corridor overlaid on the local landscape (through pictures, mapping etc.), to demonstrate how a major transport corridor might look in the Camden LGA.



## 9. Soil and geology

*Key Issue for the Camden LGA – the need for a thorough review of OSO's impact/interface with existing soil and geology conditions, prior to protecting a corridor, to ensure that any identified corridor can accommodate a major piece of infrastructure.*

Transport for NSW has noted that issues such as mine subsidence pose a risk to the proposed orbital project. To quantify this risk, an early field investigation is needed for the full extent of corridor options, including geotech survey, to ascertain the integrity of conditions underground to determine their capacity to accommodate future OSO infrastructure.

## 10. Noise and vibration

*Key Issue for the Camden LGA – need for a definitive Environmental Impact Assessment to determine adverse human health impacts, resulting from cumulative noise and vibration from the proposed OSO (combined with the Western Sydney Airport (WSA), North South Rail Line (NSRL), South West Rail Link (SWRL) Extension etc).*

The liveability of the Camden LGA is partially under threat through the onset of community disturbance and annoyance resulting from infrastructure-associated noise and vibration. As part of this potential problem, an 'Environmental Impact Assessment' is needed for the orbital as a matter of urgency (which states the type and magnitude of impact, both pre-mitigation and post-mitigation) on noise and vibration. This assessment should evaluate the cumulative impacts resulting from other significant infrastructure projects in its proximity e.g. WSA, NSRL, SWRL Extension etc.

As part of any assessment process, multiple noise-rating background levels across all receptors (i.e. at multiple locations along the corridor, for a broad cross-section of receptor types) require testing, to ensure a thorough evaluation is conducted.

## Ongoing engagement

Council notes that the extent of its previous feedback to Transport for NSW on the proposed corridor, prior to the release of exhibition material on 26 March 2018, is defined by its submission to the NSW Government's 'Outer Sydney Orbital Corridor Preservation' report in 2015. A copy of Council's previous submission is provided as an **attachment** to this document, for future reference by Transport for NSW.



B | Outer Sydney Orbital corridor identification | Consultation on a recommended corridor | March 2018

**What is corridor protection?**

Corridor protection is a process to identify and protect land that can be used for future infrastructure purposes. Community consultation is a key part of this process and ensures that local constraints and opportunities are fully understood.

This process has identified a recommended Outer Sydney Orbital corridor. Following further consultation with property owners, the final corridor will be recommended to the Department of Planning and Environment for protection.



Source: Transport for NSW – OSO Corridor Identification brochure

Regarding the previous consultation step (indicated by the red arrow), Council notes the many concerns raised by our community and recognise that community members outside of the corridor have not been adequately consulted with and that the response to these issues has been unsatisfactory to date. It is important in upholding the customer service standards set by Transport for NSW that steps are taken to redress this issue.

For example, as Transport for NSW would be aware, the Department of Planning & Environment’s *‘Planning guideline for Major Infrastructure Corridors’* provides direction for infrastructure agencies on the planning mechanisms for corridor protection projects such as the orbital. In particular, the guidelines state:

*“Through the development and investigation of options, the land requirements to support the infrastructure project can be identified. All public consultation on corridor options will be led by the agencies. It is the agencies responsibility to provide sufficient detail about the corridor options at this time, so that the community can be informed about the implications of each option and is given the opportunity to participate in the process of determining the preferred corridor alignment. Once the preferred alignment has been identified and assessed, statutory protections can be created which can assist delivery of the infrastructure project in the future”.*

Council encourages Transport for NSW to have an ongoing commitment to work with Council and the community, to ensure that any future transport planning initiatives (including corridor protection) are implemented through a collaborative engagement process; and in particular, that more information is made available regarding the corridor options.

**Camden ‘Community Strategic Plan’**

Council notes the *Draft Strategic Environmental Assessment* report (Appendix B-2) for the OSO corridor study refers to Council’s previous vision for the Camden LGA i.e. *Camden 2040*.



It is important that Transport for NSW has regard to the current community vision as adopted by Council on 21 June 2017 i.e. *Community Strategic Plan – Shaping the Camden Local Government Area June 2017*.

Council's *Community Strategic Plan* identifies the community's main priorities and aspirations for the future (at least 10 years), and the plans and strategies for achieving these goals. Its strategies regarding effective and sustainable transport include:

*4.1.1 Ensure provision of adequate transportation network facilities available across the Camden LGA (bus, railway, walking, cycle and car);*

*4.2.1 Promote and raise awareness of public safety and sustainable forms of transport for pedestrians, people with disabilities, cyclists and motorists;*

*4.2.2 Ensure the long-term asset management of roads and road-related infrastructure are maintained and advocated for, across the Camden LGA.*

A copy of Council's *Community Strategic Plan* is **attached** to this submission, for future reference.

#### [Council's Submission to NSRL and SWRL Extension Corridor Identification](#)

It is noted that the NSW Government has concurrently exhibited the *Outer Sydney Orbital Corridor Identification* project, with the *North South Rail Line and South West Rail Link Extension Corridor Identification* project.

Council's submission in response to the *North South Rail Line and South West Rail Link Extension Corridor Identification* project is provided to Transport for NSW **under separate cover**. Council requests that consideration is given to both its submission documents, in evaluating the cumulative impacts of transport corridor identification in the Camden LGA.





## OSO Transport Corridor

### 1. Recommended corridor

- Council acknowledges the strategic significance of an OSO Transport Corridor, and the need for the NSW Government's early identification and preservation of its alignment. However, Council does not support the exhibited surface (at-grade) OSO corridor alignment due to the adverse impact it would have upon the Camden LGA. Council could only support the OSO project if the future orbital (i.e. road and rail) corridor is provided underground, wherever it is likely to directly impact existing residential and commercially occupied property, as well as land of heritage and environmental significance.

If the exhibited corridor is unable to be undergrounded, Council insists that Transport for NSW review the alignment to address the issues raised in this submission, and re-exhibit the amended corridor for further comment.

With regard to the potential impacts on all landowners/residents within/in proximity to the proposed corridor, Transport for NSW's *Draft Strategic Environmental Assessment* report for the Orbital notes the following:

*'Unavoidable property impacts due to localised circumstances or based on the need to balance social, environmental and engineering considerations have been weighted against other, often more detrimental impacts, of alternative alignments partially at a regional scale'.*

While the merit-based approach taken by Transport for NSW is noted in determining a recommended alignment for the proposed corridor, this rationale provides little (if any) comfort to residents/landowners impacted by the proposal. For all the projected benefits associated with an OSO, it also has the potential to divide communities; both in a physical sense, and from a social-fabric perspective. Therefore, Council strongly recommends the undergrounding of the OSO wherever it impacts existing/established residential, commercial, heritage and environmental land; to reduce the severance of communities, both existing and future.

- Further to Council's conditional support for the orbital project subject to its future provision underground, Council acknowledges there may be some counter to this point by the NSW Government (and/or other stakeholders) based on the resulting cost implications of building this substantive infrastructure in tunnel; and consequently, whether a partially underground orbital would be financially viable.

It may be reasonable to note that over the last 20 years, the NSW Government has developed an increasing level of knowledge and experience in the provision of transport infrastructure connections (road and rail) underground. With ongoing projects such as WestConnex and NorthConnex, and potential future improvements in technique and technology advancements in the provision of transport underground, the cost and complexities for constructing tunnels may continue to reduce to a point, that merits further investigation for the orbital project.



The most salient point to make on this matter is the NSW Government's intent to tunnel part of the NSRL, between Oran Park and Narellan (through to Macarthur). As noted in Council's submission to Transport for NSW in 2015, Council continues to support the undergrounding of the NSRL in this location, to mitigate any adverse impacts to the existing community, residents and landowners.

The section of rail line proposed by Transport for NSW to be underground (between Oran Park and Macarthur) is approximately 11.5km in length. It may therefore be reasonable to conclude that in addition to minimising the negative impact on the community between these locations, that notwithstanding 11.5km of undergrounding the rail line, it is anticipated the project will be viable from a cost-benefit analysis perspective.

Council estimates that the section of the proposed orbital corridor that is most likely to have an adverse impact through the Camden LGA on existing residents, landowners, environment, heritage etc. is also approximately 11.5 km in length (from north of Cobbitty village, through to the southern point of the Camden LGA boundary). It should be noted that the length of any tunneling may be shorter when there is lessened need to avoid surface locations of a sensitive nature.

It is acknowledged that the proposed orbital corridor (road and rail) will be wider than that of the NSRL, resulting in greater cost implications. However, the length of the corridor itself does not appear to be an impediment on the basis of the proposal to underground the rail line. The anticipated economic benefits generated from the orbital's connection between the WSA site, with major intra and inter-state road network connections, would be significant enough as to justify the investment by both the NSW and Australian Governments.

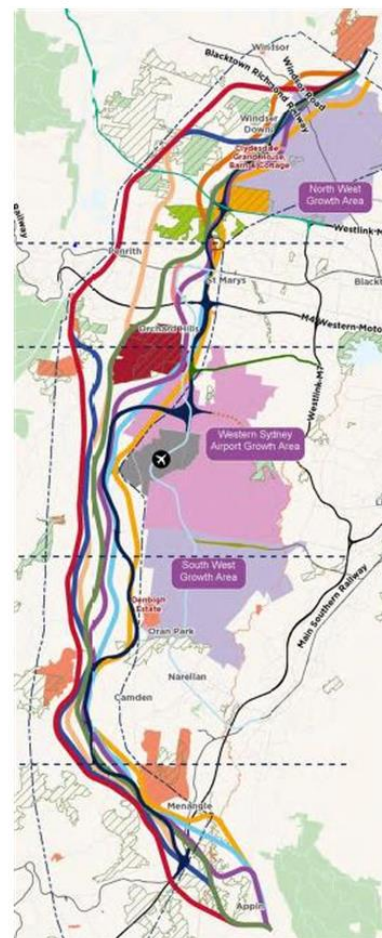
- Council is concerned as to the timing for delivery of a strategically significant road corridor such as the OSO. The NSW Government's *Future Transport Strategy 2056* indicates an 'investigation' timeframe of 10-20 years. This infers the possibility that further investigation (beyond the corridor protection phase) for the OSO may not commence until 2036, well in-excess of the proposed opening date of the WSA, and to a point of significant urbanisation of the Western Parkland City. The investigative timeframe for the OSO needs to continue with a defined timeframe for corridor protection and especially land acquisition (if it is an 'at-grade' corridor), and construction.
- As part of its visionary initiatives for NSW and the Greater Sydney Region, to facilitate the successful delivery of integrated transport infrastructure, Transport for NSW should consider a vision for the OSO that:
  - Develops a well-connected, well-designed and free-flowing road network supported by appropriate infrastructure for a growing City that provides effective movement of people and goods within the local area and broader region;
  - Prioritises the delivery of roads and transport infrastructure (identified as part of the NSW Government Special Infrastructure Contribution Levy (SIC) for the South West Priority Growth Area (SWPGA)) early in the development of new urban and industrial areas to ensure the community have appropriate access;



- Ensures the provision of road and transport infrastructure is coordinated with the delivery of other infrastructure, delivered by both NSW and local governments; and
- Builds and improves transport linkages to/from the orbital corridor through effective planning, partnerships and joint action.

The detailed planning of the proposed orbital corridor route should maximise the use of existing public land, to reduce impacts on existing residential properties, and seek to reduce severance issues on individual allotments.

- Reference is made to the long list options drafted by Transport for NSW for the proposed orbital corridor, on page 35 of the *Draft Strategic Environmental Assessment* report (as per the adjacent map). Further to the constraints and opportunities identified for the recommended corridor in table 7 (page 36) of the report, Council recommends that further cost-benefit analysis would greatly assist all concerned stakeholders, in gaining an understanding of the rationale applied to selecting the recommended corridor, compared to the others noted in the long list options. For example, as part of its Review of Environmental Factors for the Northern Road/Bringelly Road Grade Separated Interchange project, Roads & Maritime Services (RMS) developed a series of options, each of which explored a weighting of preference compared to several different criteria. A similar analysis would inform the community and Council in understanding why the recommended corridor was selected compared to other options, and on what basis.



- Reference is made to the comment in the *Draft Strategic Environmental Assessment* report that the orbital corridor “will ultimately connect Western Sydney to the Illawarra and the Central Coast” (*Executive Summary – page ii*). Council acknowledges the strategic significance of this comment, but questions the intended timing for its further investigation. With the rapid projected growth in the ‘Greater Macarthur Growth Area’, it is imperative that the full extent of an orbital corridor is identified as early as possible. Therefore, Council recommends a concurrent investigation into the protection of a corridor alignment from Western Sydney through to the Illawarra area.



- Council notes that Transport for NSW, as part of the infrastructure planning associated with the Australian Government's development of the WSA, are continuing their investigation into a Western Sydney fuel pipeline.

(Source: Transport for NSW website - March 2018)

The screenshot shows the Transport for NSW website. The header includes the NSW Government logo and 'Transport for NSW' with navigation links for 'About us', 'Projects', 'Operations', and 'Industry'. The breadcrumb trail is 'Home / Projects / Current Projects / Western Sydney fuel pipeline'. The main heading is 'Western Sydney fuel pipeline' with a sub-heading 'Reviewed 26 Oct 2017'. The content area states: 'We are undertaking preliminary work to identify route options for a fuel pipeline corridor to Western Sydney Airport and surrounds.' Under 'Key benefits', it lists: 'TfNSW have commissioned research to determine the most effective and sustainable approach in delivering the pipeline, while minimising the impact of construction on the community and the environment.' and 'Community consultation will be undertaken when more details are known.' Below this is a 'Status' section with a blue flag icon and the text 'Investigating'.

Transport for NSW is undertaking preliminary work to identify route options for a fuel pipeline corridor to Western Sydney Airport and surrounds. We have commissioned research to determine the most effective and sustainable approach in delivering the pipeline, while minimising the impact of construction on the community and the environment.

Community consultation will be undertaken when more details are known.

Clarity is sought as to whether it is anticipated that any part of the OSO (or the NSRL and SWRL Extension) corridor will accommodate the Western Sydney fuel pipeline; and if so, the location, timing and availability of an Environmental Impact Assessment report. If the fuel pipeline is not intended to be co-located with the orbital or rail corridors, Council requests earliest possible advice on its intended alignment, and whether it impacts the Camden LGA.

**Council recommends that Transport for NSW:**

- Notes that Council does not support the exhibited surface (at-grade) OSO corridor alignment due to the adverse impact it would have upon the Camden LGA, and acknowledges that Council can only support to the OSO project if the future orbital corridor is provided underground, wherever it is likely to directly impact existing residential/commercial occupied property, as well as land of heritage and environmental significance.



- Notes that if the exhibited corridor is unable to be undergrounded, Council would seek that Transport for NSW review the alignment to address the issues raised in this submission, and re-exhibit the amended corridor for further comment.
- Continue with investigation of the OSO and determine a timeframe for corridor preservation, acquisition and construction.
- Conduct a concurrent investigation into the protection of a corridor alignment from Western Sydney through to the Illawarra area.
- Make available to Council and the Camden LGA community, cost-benefit analysis and weighting criteria used for the 'long list options'.
- Provide advice as to the proposed corridor alignment for the future Western Sydney fuel pipeline to the WSA site, and whether it impacts the proposed OSO (as well as the NSRL and SWRL Extension) corridor, and/or any other part of the Camden LGA.

## 2. Land use and property impacts

- The importance of preservation for the strategic OSO is acknowledged; combined with other corridors throughout Western Sydney e.g. NSRL, it will form an integral part of Sydney's need for a functional transport network.

Notwithstanding the importance of this corridor, it is also noted that the sterilisation of land once transport corridor options are defined highlights the need to determine a clear timetable for acquisition, beyond the statutory planning protections. This will provide greater certainty around the approach to development applications involving significant capital investment, and a degree of certainty for residents and landowners.

In proceeding with the identification of any transport corridor option alignments which propose the preservation of an 'at-grade' corridor via statutory planning controls, the need for a clear and timely program for land acquisition is important. Implications for the sterilisation of land resulting from at-grade corridor preservation will be significant for certain landowners.

Transport for NSW's information brochures state, with regard to land acquisitions for the corridor:

*There is no intention or need to immediately acquire land or property.*

### Strategies

1.1.1 Ensure provision of appropriate urban development for sustainable growth in the Camden LGA

1.1.2 Manage and plan for a balance between population growth, urban development and environmental protection

1.1.3 Ensure adequate, accessible and high quality open and public space is made available across the Camden LGA

1.2.1 Ensure rural land and associated landscape impacts are addressed.

Source: Camden Community Strategic Plan – June 2017





*Acquisition normally occurs close to when the infrastructure is to be built, and this could be years or decades in the future.*

There may be cause to dispute these statements – some landowners may see there is an express need for immediate acquisition of their land or property, to provide them with certainty for what is often their most significant asset/investment.

As to the point of land acquisition occurring closer to the construction date, the Australian Government's example of acquiring land for the WSA site over several decades demonstrates that early land acquisition for significant infrastructure projects is common, and provides certainty for all stakeholders.

Transport for NSW would be aware that landowners had previously purchased land within the draft SWRL corridor alignment, and subsequently faced degrees of uncertainty regarding interim use, securing finance etc. as a result. Coupled with other associated issues, such as a potential change in how the subject land is valued (thus having an impact on the value of Council Rates), this may have an adverse financial impact for certain landowners.

#### **Camden Rural Lands Strategy – 2017**

- Creation of an OSO corridor has the potential to provide an implied boundary to the western extent of the Sydney metropolitan area (i.e. the Western Parkland City). This has the potential to define Western Sydney's growth, and place pressure on existing rural areas that have proximity to emerging urban areas (as per the map below, the area defined within the red line). This could have a number of adverse implications for future land use, accessibility and value of land.

As noted in Council's 'Rural Lands Strategy - 2017', it is Council's intention to preserve rural lands throughout the Camden LGA in applying the following planning principles:

1. *Protect Camden's remaining rural lands;*
2. *Retain Camden's valued scenic and cultural landscapes;*
3. *Provide certainty and avoid rural land fragmentation;*
4. *Minimise and manage rural land use conflict;*
5. *Enhance Camden's Rural Economy;*
6. *Minimise unplanned non-agricultural development; and*
7. *Maximise opportunities for relocation of rural enterprises.*



Council recommends that these planning principles are robustly assessed in identifying the proposed OSO alignment. This assessment should also include consideration of the future direction of growth to ensure the OSO corridor alignment enhances and doesn't stifle anticipated future growth in Western Sydney i.e. providing greater certainty to the local community and facilitating growth in



appropriate locations. Any such process should occur concurrently with the Structure Plan review for the SWPGA, and in collaboration with Council.

The proposed orbital corridor contradicts principle 1 '*Protect Camden's remaining rural lands*' and principle 3 '*Provide certainty and avoid rural land fragmentation*' by dividing the remaining agricultural land currently in use. The proposed corridor may increase development speculation which puts additional pressure on the future fragmentation and rezoning of rural land.

In contradiction with principle 2 '*Retain Camden's valued scenic cultural landscapes*', the proposed OSO corridor traverses a number of rural properties which contribute significantly to the rural amenity of Cobbitty, Ellis Lane and Grasmere more broadly. The proposed corridor also crosses the Nepean River, impacting a significant natural feature in the Camden LGA.

Regarding principle 5 '*Enhance Camden's Rural Economy*' of Council's Rural Land Strategy, there are a number of agricultural properties within proximity to the WSA which are affected by the corridor. By impacting this agricultural land, the corridor affects the ability for the delivery of fresh produce to and from the proposed WSA. The loss of agricultural land will mean that products will need to travel further for exportation, increasing 'food miles'.

Cobbitty and Cut Hill sits topographically above the proposed corridor which runs along the west and south of the village. Council's *Rural Lands Study*, which informed the *Rural Lands Strategy*, identified important views to and from Cobbitty. The proximity and encompassing size of the corridor detrimentally affects these views. Any proposed vegetation screening of the orbital corridor is not likely to mitigate this adverse impact.

- The currently proposed orbital corridor alignment requires a number of road and waterway crossing points (including significantly flood affected areas in proximity to the Nepean River), the demolition of existing, recently developed properties and the acquisition of undeveloped lots. These costs in addition to the construction, maintenance and operation of the orbital corridor are likely to be considerable. Transparency of costs and an understanding of where most of these costs lay, balanced with the expected social and economic impacts and benefits is considered key information for all stakeholders to evaluate a clear rationale for the proposed corridor.

A cost-benefit analysis should not only be conducted and made public for the proposed surface alignment, but should also be completed for a potential underground route which avoids existing residential and commercial development/property. It is recognised that an option which undergrounds a section of the orbital is likely to be a more expensive approach to that proposed, but this cost must be directly balanced against the following considerations:



Nepean River

Camden Council Submission – Outer Sydney Orbital Transport Corridor (May 2018)



- Reduced adverse impacts on the amenity of existing and future residents;
- A shorter run of the corridor which brings construction cost savings;
- Lower levels of compensation costs, as minimal land and property acquisition would be required;
- Avoidance of construction costs associated with spanning the corridor over the flood-prone land and significant waterbodies e.g. Nepean River, and avoid numerous road crossing points;
- Increased support from the public and Council due to reduced visual and amenity impacts, and lower levels of general disturbance from construction to existing residents; and
- Avoidance of harm to the existing ecological communities and particularly threatened species.

A comparative cost-benefit analysis between the surface and an underground orbital corridor would enable an open and transparent public conversation on the costs and benefits between the two options.

This cost-benefit analysis should be complemented with an economic and employment strategy, which highlights the job creation benefits of both the construction and operation of the orbital, to reinforce both the economic and employment benefits generated by the proposal.

- As a consequence of the proposed alignment, particularly given it is intended for construction 'at-grade', the orbital corridor currently contradicts some of the planning elements articulated for Western Sydney in the Greater Sydney Commission's 'Western City District Plan'. Following are examples of the inconsistencies identified between the orbital corridor and the District Plan:

- The *Western City District Plan* states that “maintaining and enhancing the distinctive character of each rural and bushland town and village is a high priority”. The proposed interchange at Cobbitty Road, and associated increase in traffic, is likely to adversely affect the rural setting in Cobbitty.
- The proposed orbital corridor runs through the 'Metropolitan Rural Area' (MRA) and, through fragmenting certain parts of this rural area, is inconsistent with *Action 78* of the *Western City District Plan* - “Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes”. The MRA provides both an important local cultural and economic function in being maintained in perpetuity.

⚙️ Actions	Responsibility
76. Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.	Councils and other planning authorities
79. Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park, Orchard Hills, and east of The Northern Road, Luddenham.	Councils, other planning authorities, State agencies and State-owned corporations

(Source: *Western City District Plan* March 2018)



- The proposed orbital corridor is inconsistent with *Action 79* of the *Western City District Plan - "Limit urban development to within the Urban Area..."*. The proposed orbital corridor means that the surrounding rural lands may potentially be earmarked for either enhanced development or speculative intensification of additional development. It does not restrict development to the urban areas, as required by the District Plan.

In response to these identified points, Council recommends that Transport for NSW work further with Council and the Greater Sydney Commission to address the identified concerns and problems regarding the relationship between the proposed corridor and the intent of the *Western City District Plan*.

**Council recommends that Transport for NSW:**

- On reserving the future transport corridors (rail and road) via statutory planning controls, proceed to implement a timely land acquisition strategy (if the corridor is 'at-grade'), and clarify permissible interim uses, with a view to circumventing any adverse planning outcome on any impacted landowner.
- Robustly assess the planning principles enshrined in Council's *'Rural Lands Strategy 2017'*, in reviewing the proposed OSO alignment.
- As part of the further investigation into the OSO, that Transport for NSW develop a thorough cost-benefit analysis for the proposed project, and that this information be made publicly available as part of a subsequent consultations stage with affected stakeholders.
- Work further with Council and the Greater Sydney Commission, in addressing the identified concerns relating to Metropolitan Rural Areas of Western Sydney (e.g. Cobbitty) and the problems associated with how the corridor relates to the intent of the *Western City District Plan*.

### 3. Traffic and transport

- The current orbital alignment depicts a number of intersection points (interchanges) to the local road network, within/adjacent to the Camden LGA. While east/west connections such as Burragorang Road and Greendale Road may be considered appropriate given their proximity to the WSA and other complimentary land-use types, Council questions the merit of other potential connections to the OSO, such as Cobbitty Road, and other future road connections to the SWPGA (e.g. Marylands Link Road, Lowes Creek Link Road).



Source: Transport for NSW – Western Sydney Corridor Collaborative Map



It is acknowledged that one of the key objectives of the OSO is to provide a 'regional' transport corridor on the edge of the Greater Sydney Region. In preserving the OSO's functional integrity, while at the same time protecting adjacent local road networks, it is important that the number and location of interchanges are determined based on sound transport planning (supported by traffic modelling). For example, regarding the Camden LGA local road network, it may be reasonable to surmise that commercial/industrial generated traffic movements (as well as commuter trips) from the southern areas of the LGA (e.g. Smeaton Grange), may use an interchange at Burratorang Road or Remembrance Driveway to access the OSO. Equally, vehicle trips from the northern areas of the LGA may use the Greendale Road interchange to access the OSO. In support of any interface between the OSO and Camden LGA local traffic movements, it is envisaged that as a 'Primary Arterial Road', the Northern Road in its upgraded form will work as functional conduit between a future regional transport corridor and the local road network.

As noted elsewhere in Council's submission, regarding Council's *Rural Lands Strategy – 2017*, it is important that the OSO corridor enhances and doesn't stifle appropriate land-use. There is some potential for an adverse outcome in this regard, through the provision of multiple interchange points along the OSO corridor in proximity to future rural land use.

Council recommends as part of the corridor protection process that any future determined orbital alignment includes a planning process for connection points to the local road network e.g. identification of the extent of land required to design functional interchanges, inclusive of funding mechanisms to ensure that these roads (e.g. Burratorang Road and Greendale Road) are upgraded to a standard required to service a major motorway.

- As part of Transport for NSW's investigation into corridor protection, it is necessary to conduct contingent infrastructure planning as part of the process. For example, the eventual timing and scale of the WSA and Badgerys Creek Aerotropolis, while not altogether an unknown quantity, is an emerging objective, subject to any number of influencing factors that may alter its timeline, scope, degree of success etc.

For the OSO to successfully achieve its potential, it requires an adaptable approach to infrastructure planning by way of support (which the NSW Government has sought to achieve through the *Western City District Plan* and *Future Transport Strategy 2056*). However, this should also include a proactive approach to contingent planning; a series of 'what if' plans that account for emerging variables.

- In keeping with the key issues advocated throughout Council's submission, the importance in determining an orbital corridor is highlighted through the need for a justified methodology used in assessment against the very criteria and objectives set out in the governments *Future Transport Strategy 2056*, *Greater Sydney Region Plan* and *Western City District Plan*. In doing so, a structured evaluation framework will optimise any return on investment in infrastructure to the greater benefit of Western Sydney, while at the same time demonstrating how decisions are made to select one orbital alignment, compared to any of the others identified.





As previously noted in Council's submission, examples such as RMS' cost-benefit analysis of the Northern Road/Bringelly Road Grade Separated Interchange project, provided a working example of the NSW Government demonstrating a transparent option selection process. A similar approach should be completed and/or disclosed by Transport for NSW, regarding the 'long list options' developed for the orbital corridor. This step would demonstrate the rationale applied to selecting a recommended corridor, while explaining the selection method to all affected stakeholders.

Source: Camden Community Strategic Plan – June 2017

#### Strategies

- 4.1.1 Ensure provision of adequate transportation network facilities available across the Camden LGA (bus, railway, walking, cycle and car)
- 4.2.1 Promote and raise awareness of public safety and sustainable forms of transport for pedestrians, people with disabilities, cyclists and motorists
- 4.2.2 Ensure the long term asset management of roads and road related infrastructure are maintained and advocated for, across the Camden LGA.

- Reference is made to the following statement in the *Draft Strategic Environmental Assessment* report;

*Traffic modelling should be undertaken to inform the growth and change on the traffic network as the design develops. Once the traffic demand has increased and the need for the OSO is realised, further traffic investigations should be pursued.*  
(page 118)

Council recommends that detailed traffic modelling is conducted by Transport for NSW, to ascertain the projected impacts from the OSO. This should also include the cumulative impacts from the proposed WSA, as it is Council's understanding that this information has not been prepared by either the NSW Government nor the Australian Government for these major infrastructure projects.

Council recently prepared a traffic model for the Macarthur area that projected anticipated 'pinch-points' on the local road network. To ensure the integrity of this planning information, it is imperative that the NSW Government re-visit models such as the previously drafted '*South West Priority Growth Road Network Strategy*'; these transport planning strategies should reflect the proposed cumulative impacts for the local road network resulting from the OSO, NSRL, WSA etc. The following local roads will be directly impacted by the current OSO alignment;

- Chittick Lane, Cobbitty.
  - Cobbitty Road, Cobbitty.
  - Ellis Lane, Ellis Lane.
  - Burragorang Road, Bickley Vale.
  - Dowles Lane, Bickley Vale.
  - Westbrook Road, Bickley Vale.
  - Fosters Lane, Bickley Vale.
- Transport for NSW's *Future Transport Strategy 2056* notes the NSW Government's intent to explore future mobility options such as 'Connected and Autonomous Vehicles' (CAVs), or electric-powered heavy freight motor vehicles (trucks) as part of a future transport network. While such technology is outside the remit of local government, future development of autonomous vehicles will likely utilise parts of the proposed orbital, and the local road network in the care and control of Council.



Future investigation as to the extent required (i.e. width) of an orbital corridor is warranted, regarding the potential impact from transport technology advancements such as CAVs. In this regard, Transport for NSW is encouraged to investigate further, and engage with our community, to literally take them 'on the journey' of how CAVs may ultimately become an integral part of future transport options.

**Council recommends that Transport for NSW:**

- As part of the corridor protection process, any future determined orbital alignment includes a planning process for connection points to the local road network i.e. Burragorang Road and Greendale Road, inclusive of funding mechanisms to ensure that these roads are upgraded to a standard required to service a major motorway.
- Incorporate into the *Draft Strategic Environmental Assessment* report a series of contingent planning strategies, which account for an array of 'what if' scenarios in guiding transport planning decisions.
- Prepare (or release existing) information on the cost-benefit rationale used between the 'long list options' identified for the corridor, to explain in further detail how the recommended corridor was selected (in comparison to the other identified options).
- Conduct detailed traffic modelling to ascertain the projected impacts from the OSO, and the cumulative impacts from other major projects e.g. WSA, on the local road network.
- Investigate further what impact alternate transport methods (CAVs, electric-powered trucks) will have on transport corridor requirements, and engage further with our community in this regard.

#### 4. Socio-economic impacts

- The potential adverse social impacts associated with the OSO are reflected in recent community group activity in the Camden LGA, and other parts of Western Sydney. For example, the 'Outer Sydney Orbital Macarthur Action Group' established a dialogue forum via social media, that involved the sharing of information, coordination of activism initiatives and advocacy.

One element that emerged from this community action group was a clear picture of the acute social impacts associated with the orbital and rail corridor protection projects. This clearly highlights the community sentiment of the corridor protections proposed, and how it is affecting both individuals and the collective community.

In this regard, further to ongoing active community engagement, Council recommends that Transport for NSW expand its *Draft Strategic Environment Assessment* report for the OSO, to robustly investigate the 'human health' impacts of the corridor protection projects.



For example, the Australian Government prepared an extensive report (as part of the *Environmental Impact Statement*) into the anticipated implications for human health resulting from the proposed WSA. A similar initiative by Transport for NSW for the corridor protection projects would be suitably appropriate, prior to proceeding any further with corridor protection.

#### **Community Impact: Example – Teen Ranch**

Teen Ranch has a long history in the Cobbitty and broader Macarthur area of providing an important social amenity to the community, particularly the youth population. It continues to play a vital role in this regard, and remains a part of the social fabric of the area.

The current 'resident directors' of Teen Ranch have written to Council, expressing a range of concerns on the potential impacts of the proposed orbital on the facility, including (but not limited to), lack of consultation, reduced amenity, impediment to ongoing operation of facilities; they note the real affect a proposed orbital would have on both people and place.

Further investigation is required into the adverse impacts from the orbital corridor on social services in the Camden LGA such as Teen Ranch, in weighting the social benefits they provide to the community and evaluating the overall human health impacts associated with the proposed orbital project.

#### **Community Impact: Example – Compensation and Land Acquisition via *Just Terms Compensation Act 1991***

From the community impacted by the proposed orbital corridor, an acute level of concern exists regarding properties within, and in proximity to, the current corridor alignment.

With regard to properties in proximity to the proposed corridor (but not within it), Council is aware that affected owners questioned Transport for NSW at a community drop-in session on the lack of compensation arrangements for their property. The concerns they raised relate to the potential loss in value of their property as a direct result of the proposed corridor (through adverse impacts such as loss of visual amenity, noise, air pollution etc.), and the absence of any mechanism to compensate for this potential loss. There may also be complications associated with 'Capital Gains Tax' resulting in the context of these particular circumstances.

For those property owners within the proposed corridor, in addition to the prospect of losing all or part of their property through the orbital project, there is emerging concern as to the complexities associated with compulsory acquisition via the 'just terms' compensation process. Council notes that for any landowner not familiar with this process, it can seem complicated and overwhelming.

As part of an expanded assessment of the cumulative 'human health' impacts of the proposed corridor, Council recommends Transport for NSW take a proactive role of engagement with the affected community, to ascertain the implications of:



- The effect that the proposed orbital corridor might have on the social fabric of the communities they directly impact, including the amenities and activities through which social exchanges occur e.g. Teen Ranch, churches, other community groups;
  - How the issue of compensation might be addressed for impacted property owners in proximity to the proposed orbital corridor that are not subject to compulsory land acquisition; and
  - An early intervention of engagement with landowners within the proposed orbital corridor, that includes access to independent advice/guidance on navigating the compulsory land acquisition process.
- With the projected population growth, both Australian and NSW government investment in transport infrastructure e.g. OSO, WSA, North South Rail etc. will influence core planning objectives including affordable housing, connectivity, liveability, resilience and sustainability. Effective land-use and transport integration is required to ensure growth and investment outcomes occur as a result in Western Sydney.

It is noted that one of the key criteria of the NSW Government's *Future Transport Strategy 2056* is to facilitate sustainable and efficient economic development of Sydney's metropolitan region i.e. "a transport system that powers our future \$1.3 trillion economy". Congestion and extended travel times are widely regarded as one of the greatest barriers to productivity in developed economies. For example, in Australian capital cities, the estimated avoidable cost of urban traffic congestion is \$12.9 billion (2010) and by 2020 it is expected to cost over \$20 billion (Source: Bureau of Transport, Infrastructure and Regional Economics).

Council is in support of the NSW Government's vision of a system to support the growing economy of Greater Sydney, acknowledging that strategic transport infrastructure such as the OSO can play a pivotal role in alleviating urban congestion. Travel times in Western Sydney can be up to 2 hours in each direction for some commuters. Reduced congestion and improved travel times are therefore a benefit of investment in an orbital corridor.

- Council acknowledges the role transport and a corridor such as the OSO would play for tourism in NSW, with Western Sydney and the Camden LGA being no exception. Council's *Camden LGA Destination Management Plan – February 2016* notes the following regarding the role infrastructure plays in supporting tourism:

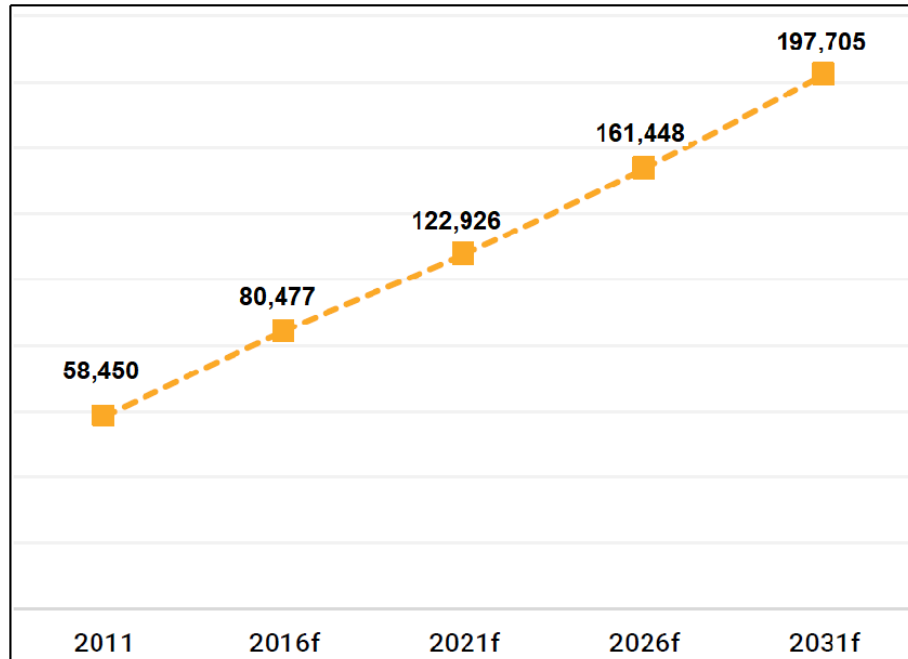
#### *5.1.2 Growing Region – Inadequate Infrastructure Support*

*The following figure demonstrates the population growth which is anticipated to occur in the Camden LGA over the period 2011 – 2031. Over this period, the total region's population is anticipated to grow by 174% (adjusted to 240% as at 2018), increasing from 58k to 162k (adjusted to 197k as at 2018). This is important to note as it helps support many tourism businesses.*

*Feedback received from stakeholders indicated that whilst the region is recognized as an important growing residential area, the infrastructure support by way of roads, public transport services and community*



*infrastructure (such as sporting and arts facilities) is struggling to keep up and as the LGA continues to grow, this issue will only intensify.*



This insight reaffirms that the impact of transport is far-reaching, and has a considerable impact on economic activity through tourism in NSW. Council encourages Transport for NSW to actively pursue its transport planning objectives in support of the visitor economy, and to work collaboratively with Council in this regard.

***Council recommends that Transport for NSW:***

- Expand its *Draft Strategic Environment Assessment* report for the OSO, to robustly investigate the 'human health' impacts of the corridor protection projects, including assessment of options such as;
  - What impact the corridor might have on the social fabric of the communities they directly impacted;
  - How the issue of compensation might be addressed for impacted property owners in proximity to the proposed orbital corridor, that are not subject to compulsory land acquisition; and
  - An early intervention of engagement with landowners within the proposed orbital corridor, that includes access to independent advice/guidance on navigating the compulsory land acquisition process and any other associated implications e.g. Capital Gains Tax.
- Engage directly with Council and the Camden LGA community in working on an integrated transport and land-use planning approach, in conjunction with the Greater Sydney Commission.





## 5. Heritage

- As noted in the Office of Environment & Heritage 'Local Government Heritage Guidelines', Council acknowledges its important role in retaining heritage of local and national significance. The following points expand on the potential heritage implications resulting from the proposed corridor.

### 4.2 THE ROLE OF LOCAL COUNCILS

The focus of heritage management in New South Wales has changed since the introduction of the *Heritage Act* in 1977. Today, local councils play an important role in heritage management by identifying, assessing and managing heritage places and items in their local government area. They fulfil their role through the preparation of local environmental plans, development control, strategic planning, heritage promotion and education. All of these activities are conducted under the Environmental Planning and Assessment Act.  
(Source: Office of Environment & Heritage)

The proposed orbital corridor through Ellis Lane to Cobbitty will:

- directly impact Local Heritage Item I93 Pomare Grove (Teen Ranch); and
  - directly impact Local Heritage Item I148 Weir.
- The alignment will bisect Local heritage item I93 Pomare Grove and will impact the extent to which the affected land parcels contribute to the significance of the item, effectively alienating the land from the item. The built form of the completed roadway will be an intrusive element within the site and will have a continuing negative impact on the item through construction and operation of the proposed orbital.
- The maximum flood line is at a contour height of 73m on the heritage item Pomare Grove and through the corridor alignment at Ellis Lane on the southern side of the Nepean River. The extent of this structure on the southern side of the Nepean River will compromise the setting of heritage items aligned along Cobbitty Road and will be visible from Local Heritage Item I99 Wivenhoe (if an overpass/bridge over flood affected areas is constructed).
- The proposed corridor alignment sits over the Local Heritage Item I148 Weir which has an associated significance with the State significant item Upper Canal System. Consideration will need to be given to ensuring the works associated with the proposed orbital do not impact the original fabric of the original dam.
- The setting of the following heritage items will also be impacted:
  - Local Heritage Item I148 Weir;
  - Local Heritage Item I99 Wivenhoe;
  - Local Heritage Item I91 St Paul's Church Complex;
  - Local Heritage Item I94 Chalker's Cool room;
  - Local Heritage Item I92 St Paul's Church;



- Local Heritage Item I90A Cobbitty Public School;
  - Local Heritage Item I90 Blacksmiths;
  - Local Heritage Item I63 St John's Church; and
  - State Heritage Item Denbigh (Sydney Regions Growth Centres SEPP).
- The proposed corridor alignment through Ellis Lane to Cobbitty is anticipated to have heritage impacts, once physical commencement of works is initiated. This is likely to result in an impact to the setting of the above items, due to:
    - the alignment being across flood-prone land; and
    - a large overpass will (potentially) be required to span the 100-year and probable maximum flood lines.
  - Wivenhoe will also be affected by orbital structures, use, noise, and associated works. Wivenhoe is a locally listed Item of State heritage significance located east of the corridor alignment as it crosses the Nepean River, bisecting local item Pomare Grove. This item has not been identified in the *Draft Strategic Environmental Assessment* report. The curtilage of this item in the vicinity of the alignment is above the height of the maximum flood line and it is likely that the corridor will impact views from this item over the Nepean River.
  - The alignment of the proposed orbital north of Cobbitty Road will impact the setting of Denbigh. Denbigh is a State significant item and the proposed corridor will have a direct visual relationship to the homestead. This impact is considered to be intrusive in the context of the items cultural landscape and heritage significance, and will impact the visual relationship between the homestead and Cobbitty village.



**Denbigh**  
(Source:  
NSW  
Heritage  
Office)

- The alignment of the proposed corridor through Ellis Lane will impact the cultural landscape of both Cobbitty and the Camden town centre heritage conservation area, by impacting the visual relationship and associated significance established by the State Heritage Register, including the nominated St John's Anglican Church precinct and St Paul's Anglican Church, Cobbitty. Both of these churches are constructed in the Gothic style of architecture and have landmark qualities within the region. The visual relationship established by both churches spires, across the



Nepean River demonstrates the connection between the early townships of Camden and Cobbitty.

These views are significant in the context of both townships as the benefactors of each church, Thomas Hassall of Denbigh for St Paul's and the Macarthur family for St John's, were early European settlers who made significant contributions to the townships of Cobbitty, Narellan and Camden as well as to the colony of NSW.

**Council recommends that Transport for NSW:**

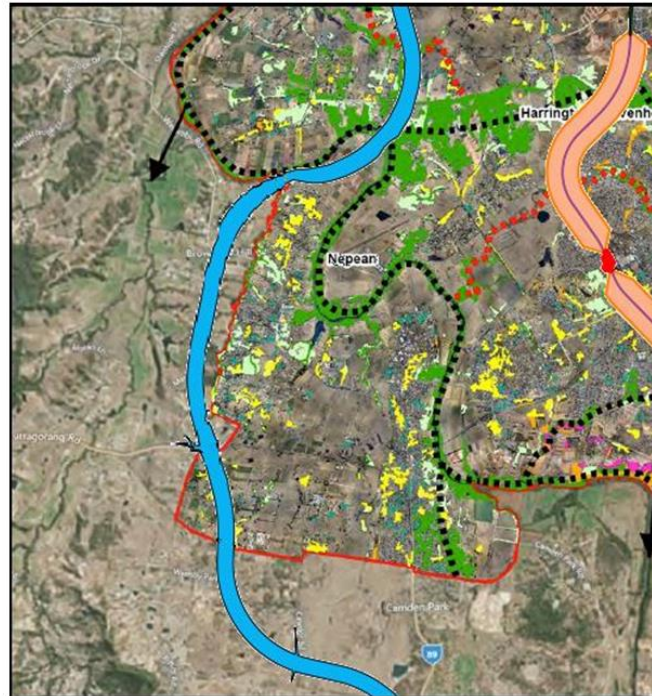
- Conduct a comprehensive review of the heritage components of the *Draft Strategic Environmental Assessment* report for the proposed corridor.
- Prepare a detailed heritage study with regard to 'Section 4 – Cobbitty to Camden Park' of the proposed corridor prior to gazettal, to determine the potential impacts of the proposed orbital on heritage items within and surrounding the corridor.

## 6. Biodiversity and air quality

### Biodiversity

- Council notes that the recommended alignment of the orbital corridor is likely to have significant impacts on the natural environment within the Camden LGA, including the suburbs of Cobbitty and Bringelly. Transport for NSW's *Draft Strategic Environmental Assessment* report states that the '*...recommended corridor aims to avoid, wherever possible, sensitive ecological areas...*' (page 3), however the proposed alignment would result in adverse impacts on regionally significant biodiversity corridors, 'Critically Endangered Ecological Communities' and threatened plant species.
- The *Local Biodiversity Strategy for Camden Local Government Area 2013* (Local Biodiversity Strategy) identifies biodiversity corridors as priority areas for conservation within the Camden LGA. Corridors promote opportunities for species movement and long-term viability in an urban bushland setting, and provide a greater chance of species surviving events such as land clearing, wildfires, fluctuating food supply or human induced habitat changes. The Cobbitty Hills corridor is identified within the Local Biodiversity Strategy as a significant (high priority) corridor, as it contains the 'Critically Endangered Ecological Community Cumberland Plain Woodland'. The proposed preservation zone for the orbital would result in vegetation clearance and the fragmentation of this ecologically significant biodiversity corridor within Cobbitty.





(Source: Local Biodiversity Strategy Camden Local Government Area 2013)

- The Local Biodiversity Strategy recommended that a Biodiversity Masterplan be developed for the Cobbitty Hills area. Council's *State of the Environment Report 2015/16* (SoE) also highlighted that a masterplan for the Cobbitty Hills area was a Council priority to achieve conservation of the significant biodiversity corridor. Consequently, the 'Caring for Cobbitty Hills' project was launched by Council in 2016 in partnership with Greater Sydney Local Land Services and Eco Logical Australia (who were engaged for consultancy services). The aim of this project was to prepare a masterplan for the Cobbitty Hills area and engage local landholders in conservation initiatives. Through community engagement, Council worked with a number of landholders with remnant native vegetation on their property, to provide them with specialist advice on ways to conserve their land and generate income through conservation i.e. bio-banking. The masterplan is still in a draft phase and highlights the proposed orbital as a significant threat to conservation of the biodiversity corridor.



- The 'Biodiversity Investment Opportunities Map' (BIO Map) was developed by the NSW Office of Environment and Heritage. A specific Cumberland BIO Map was developed for the Cumberland subregion which encompasses the biodiversity values of the Camden LGA. The Cumberland BIO Map identifies Priority Investment Areas (PIAs) within the Cumberland subregion and this consists of core, State biodiversity corridors and regional biodiversity corridors. Regionally and locally significant core habitat is found throughout the Cobbitty and Bringelly areas. These biodiversity corridors are important as they provide key linkages of native vegetation within and between 'Interim Biogeographic Regionalisation for Australia' (IBRA) subregions, as well as between significant biodiversity features. The recommended alignment of the proposed orbital would impact on these regionally significant biodiversity corridors through resultant habitat loss and fragmentation.
- The *Draft Strategic Environmental Assessment* report states that the width of the recommended corridor varies between 200m and 300m, which could cause a significant road block for wildlife traversing through the area. This may cut off animals from food and shelter, and populations may have trouble dispersing which could lead to small and genetically isolated populations. The inclusion of fauna crossings in the concept plan would facilitate wildlife movement through the corridor and be used as a stepping-stone by wildlife to reach other corridors. Fauna bridges would allow animals to cross the barrier safely not to endanger the animals and motorists. Fauna crossings could consist of underpasses, overpasses or rope bridges and would help mitigate the impacts of the development on native wildlife.
- The *Draft Strategic Environmental Assessment* report states that "...impacts within the recommended corridor which cannot be avoided will need to deliver biodiversity offsets in other areas" (page 131). Cumberland Plain Woodland offsets are in high demand and as development in the area continues, it is becoming harder to secure as offsets. The extensive development within the SWPGA and future development of the WSA will utilise a large portion of the already degraded and fragmented Cumberland Plain Woodland areas available for offsetting. The recommended alignment of the "...corridor passes through approximately 124 ha of non-certified land, including approximately 21 hectares of ENV" (page 81). This again will place strain on the offset targets for the project and place further pressure on the depleted areas available for offsetting. Therefore, with the proposed alignment of the orbital requiring vegetation clearance of Endangered Ecological Communities (EEC's), appropriate areas to offset these impacts (preferably in the Camden LGA) need to be confirmed prior to the finalisation of the proposed corridor alignment.
- Consideration also needs to be directed towards the Nationally and State listed threatened plant species *Cynanchum elegans* and the State listed plant species *Marsdenia viridiflora* located in the path of the proposed orbital corridor alignment. A search of the NSW Office of Environment and Heritage 'BioNet Wildlife Atlas' identified six records of *Cynanchum elegans* found throughout the Cobbitty area and five records of *Marsdenia viridiflora* located in the Bringelly area. The most significant threats to both threatened species is the clearing of habitat due to urban development. The recommended alignment of the proposed orbital passes through these areas and could result in habitat loss and local extinction of the threatened species.





- The *Draft Strategic Environmental Assessment* report states that the proposed orbital corridor alignment avoids the Mater Dei Biobanking site, however, a portion of the preservation zone traverses the north-western corner of the biobank site. This would need to be offset and appropriate areas for offsetting need to be identified. This alignment of the corridor also isolates the Mater Dei BioBank site from surrounding biodiversity corridor networks.

BioBanking is a way in which landholders with remnant native vegetation can conserve this in perpetuity and generate income through conservation. Under the new *Biodiversity Conservation Act 2016* (BC Act), BioBanking agreements are now referred to as Biodiversity Stewardship Agreements. The potential Cumberland Plain Woodland biodiversity credits within the suburbs of Cobbitty and Bringelly are mostly located within private land. These biodiversity credits have the potential to provide offsets for development within the SWPGA (including the OSO).

Council has received submissions from landholders who participated in the 'Caring for Cobbitty Hills' project who are impacted by the recommended OSO alignment. These landholders were in the process of investigating the option of establishing a BioBank agreement for their property and are concerned as to how the corridor may impact this process. Therefore, further consultation with landholders who are impacted by the development needs to be conducted to provide clarity and accurate information to assist them in determining whether BioBanking is a viable option. These valuable biodiversity credits should also be considered in the Biodiversity Offset Strategy for the development and the proposed alignment should take into account the location of valuable biodiversity credits to ensure the development can be offset and not result in a net loss of Critically Endangered Ecological Communities.

Council also notes that the South Creek corridor has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection. Without sufficient detail available in the SEA, Council insists that Transport for NSW give careful consideration to any possible impacts on this vital part of our region and continues to engage with Council and the community.

#### Air Quality

- On the issue of air quality in the Camden LGA, the following information is noted in Council's SoE report;

*"Due to the geography and meteorology of the Sydney basin, south-west Sydney experiences higher levels of air pollution in comparison to the remainder of the Sydney Basin. The key factors contributing to the concentration of emissions in south-west Sydney are exacerbated by the temperature inversions and calm wind conditions, especially in winter, which trap pollutants close to the ground surface and inhibit the dispersal of emissions.*

*Current practices and lifestyle choices have an impact on the composition of the gases in the air. Human activities such as land clearing, industrial production, use of private motor vehicles, use of wood fire heaters, consumption of household energy and lawn mowing generate many air pollutants, locally,*



regionally and globally. These include sulphur dioxide, nitrous oxide, carbon dioxide, ozone, hydrocarbons, particulate matter and odours”.

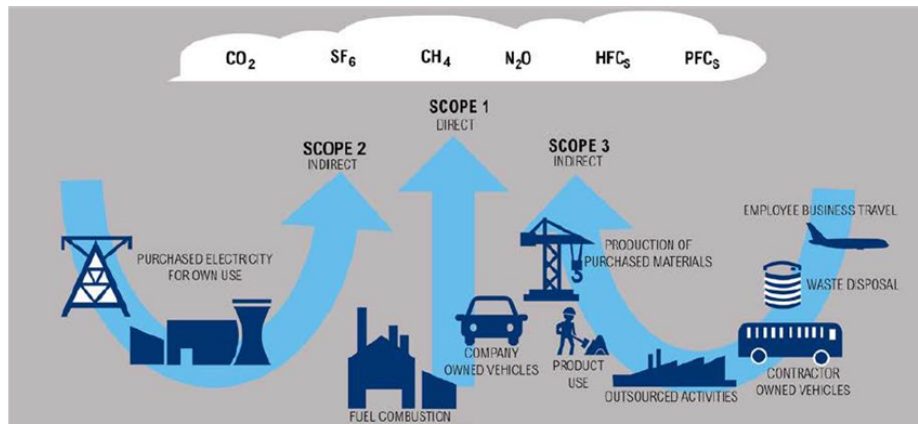


Figure 12-2 Overview of the three scopes and emissions sources across a reporting entity

Source: WSA EIS Chapter 12: Air quality and greenhouse gases

To expand on these statements, it has long been documented (e.g. Environmental Impact Statements for the Badgerys Creek site for the WSA) that the 'Sydney Airshed' is located within the valleys and estuaries of three major river systems of Sydney; being the Georges, Parramatta and the Hawkesbury/Nepean, and is surrounded by mountains in the south and west. Air movement in the Sydney Airshed is essentially circular – moving west on the prevailing wind during the day, draining northward down the valleys at night, eastward to the coast in the early morning then returning inland. Because of this circular pattern, parcels of air become entrained in the flow, the same parcels crossing back over the metropolitan area, accumulating pollutants and returning the following day to the Hawkesbury Basin.

During times of stable weather, and when temperature inversions occur, this cycle can go on for days or weeks with pollutants either emitted within the basin or transported into it from the east being retained rather than dispersed. Thus, the capacity of the Hawkesbury Basin to disperse pollutant emissions is less than that of the eastern sectors of the Sydney Airshed.

The Camden LGA comprises an area of land approximately 206km<sup>2</sup>, the greater part of which lies within a topographic basin within the Sydney Airshed known as the Camden Basin. This Basin lies within the Hawkesbury Basin and is bounded on the north by a series of low hills to the west of South Creek and on the west, east and south by the 100m contour. While of only shallow depth (approximately 40m) the Camden Basin is an important sub-region in local air quality considerations because of its ability to trap and inhibit the dispersion of low level air emissions.

The Camden Basin is subject to extremely stable air conditions at night resulting from deep strong temperature inversions and is completely decoupled from the flow of air above thus allowing trapped air to deteriorate within the Basin until the inversion has lifted and sufficient wind flow occurs to displace it.



In the absence of clear analysis as part of the environmental assessment of the proposed orbital corridor, it may be reasonable to conclude that an accurate picture of what happens with air chemistry, and in fact air quality, within the Camden Basin has not yet been established.

- Further to the previous points, it is important that Transport for NSW conducts an Environment Impact Assessment that critically evaluates the potential impacts on air quality in the Camden LGA from a proposed orbital, inclusive of the cumulative impacts of other major infrastructure projects proposed for Western Sydney e.g. WSA.

Given the air quality issues identified above, it is important that Transport for NSW conduct an Environmental Impact Assessment as part of the process for protecting the orbital corridor. Any existing or future community member in the Camden LGA (and surrounds), that suffers from asthma, respiratory diseases etc. is particularly vulnerable to poor standards of air quality. As a result, it is important that these human health impacts are quantified prior to proceeding with this project – it is the role and responsibility of Government to always act in the best interest of human health.

***Council recommends that Transport for NSW:***

- Identify appropriate areas (preferably in the Camden LGA) to offset vegetation clearance of EEC's such as Cumberland Plain Woodland, with the areas confirmed prior to the finalisation of the proposed corridor alignment;
- Conduct a detailed assessment of the existing flora and fauna species including targeted surveys for threatened species (*Cynanchum elegans* and *Marsdenia viridiflora*), to guide the alignment of the proposed orbital corridor;
- Consider fauna bridges across the proposed orbital corridor to allow fauna movement throughout the area; and
- Conduct an Environment Impact Assessment that critically evaluates the potential impacts on air quality in the Camden LGA from the proposed orbital, inclusive of the cumulative impacts of other major infrastructure projects proposed for Western Sydney e.g. WSA.
- Consider any possible impacts upon the South Creek corridor which has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection

## 7. Surface water and flooding

- Pursuant to the future protection of a confirmed alignment, construction of an OSO is likely to involve an extensive number of significant structures (e.g. bridges, culverts etc.), that will have a range of different impacts on the surrounding landscape. This would also include any associated hydrology implications, having potential flow-on effects for flooding in the Camden LGA. Transport for NSW's *Draft Strategic Environmental Assessment* report on the proposed corridor states:



*"There is also potential for local increases in the flow rate and flow velocities, especially at bridge piers and embankments located in the floodplain. These impacts would occur both within and outside the corridor". (page 132)*

Council requests confirmation from Transport for NSW that any future provision of an orbital would have no adverse impacts on the upstream catchment associated with the Nepean River (and associated creek systems).

- To ensure a comprehensive evaluation of potential flooding implications as part of the corridor protection phase of the orbital project, it is imperative that Transport for NSW carries out a flood impact assessment of the proposed corridor. The flood impact assessment should also consider the Probable Maximum Flood (PMF).

Council recommends that Transport for NSW re-visit the hydrology assessment in its *Draft Strategic Environmental Assessment* report for the orbital corridor, with a view to evaluating what impact the corridor will have on flood levels (including the PMF level) and how a PMF would impact on any proposed corridor.

- Further to Council's previous comment regarding flooding impacts resulting from bridge structures, reference is made to a currently proposed crossing point of the Nepean River by the orbital corridor, as depicted below:



The red arrow depicts a potential bridge/viaduct of an approximate span in-excess of a 3km length, across the Nepean River, between Cobbitty Road and Ellis Lane. A large section this bridge/viaduct would be greater than 10 metres above existing ground level. Such a structure would have considerable visual amenity and flooding implications for the area.

Council recommends that Transport for NSW comprehensively evaluate via a revised *Draft Strategic Environmental Assessment* report for the orbital corridor, as to the impacts of a structure of this size at this location.

(Source: *Strategic Environmental Assessment* – page 87)

**Council recommends that Transport for NSW:**

- Confirms that any future provision of an orbital would have no adverse impacts on the upstream catchment associated with the Nepean River;
- Re-visit the hydrology assessment in its *Draft Strategic Environmental Assessment* report for the orbital corridor, with a view to evaluating what impact the corridor will have on flood levels, including the PMF level, and how a PMF would impact on any proposed corridor; and



- Comprehensively evaluate, via a revised *Draft Strategic Environmental Assessment* report for the orbital corridor, as to the impacts of a bridge/culvert structure at the crossing point of the Nepean River.

## 8. Landscape and visual amenity

- The currently proposed orbital corridor alignment requires a number of road and waterway crossing points, the demolition of existing, recently developed properties and the acquisition of undeveloped lots. These costs in addition to the construction, maintenance and operation of the OSO are likely to be considerable. Transparency of costs and an understanding of where most of these costs lay, balanced with the expected social and economic impacts/benefits is considered key information for the community and key stakeholders to evaluate a clear rationale for the proposed development.



Source: Camden Council Annual Report 2015/16

A cost-benefit analysis should not only be conducted and made public for the proposed corridor alignment, but should also be completed for any potential underground route which avoids either existing residential areas or precincts currently under development. It is acknowledged that any underground options are likely to be a more costly approach, but this cost must be directly balanced against the following considerations:

- Reduced adverse impacts on the amenity of existing and future residents and landowners;
- A shorter, more direct corridor alignment would result in some construction cost savings;
- Lower levels of compensation costs as minimal land and property acquisition would be required; and
- Increased support from the community and Council due to reduced visual and amenity impacts and lower levels of general disturbance from construction to existing residents.

A comparative cost-benefit analysis between a surface and underground approaches would enable an open and transparent public conversation on the costs and benefits between the two options.

This cost-benefit analysis should be complemented with an employment strategy, which highlights the job creation benefits of both the construction and operation of the proposed orbital, to reinforce both the economic and employment benefits generated by the proposal.

- While it is acknowledged that Transport for NSW are currently only evaluating the protection of an orbital corridor (and not its construction), it is important to have





regard to its eventual physical construct in the context of adverse impacts to landscape and visual amenity.

For example, a future road/rail corridor of this scale would require extensive noise attenuation treatment along part (if not all its extent). This is likely to result in the existence of a noise barrier of considerable height, that will emerge as a 'wall' within parts of the Camden LGA community.

As to the construction of a noise barrier for the future, the RMS document '*Acoustic Principles of Noise Wall Design in NSW*' (page 7: - *RMS Noise Wall Design Guideline – March 2016*) states:

*The height of the barrier is also significant – as a general rule a barrier should at least be high enough to dissect the line between a point anywhere 1m above the road surface (on both carriageways) and as a point 1.5m above the floor of an adjacent residence.*

*In general, the higher the barrier, the greater the level of noise reduction. On multi-lane road the noise from the furthest traffic lanes will not be reduced as much as that from the near lanes of the different path angles.*



The RMS guidelines essentially concludes a higher barrier will reduce noise impacts while potentially diminishing visual amenity – and that the character of the local landscape needs to be understood. In this regard, Council strongly recommends Transport for NSW conduct an extensive Landscape and Visual Amenity assessment prior to proceeding with protection of the corridor.

- Transport for NSW's *Draft Strategic Environmental Assessment* report on the proposed orbital makes the following statement regarding visual amenity:

*7.82 Management and mitigation considerations*

*Protection*

*The protection of the recommended corridor would not have a material visual impact on the existing environment. No mitigation or management measures are recommended.*

*Environmental impact assessment*

*Future phases...to provide a clear summation of the likely landscape and visual impacts for a recommended design, and provide opportunities arising from this for a further, more detail level of refinement. It is anticipated this would require additional consideration of visual impacts on key viewpoints.*

It may be reasonable to dispute this statement i.e. suggesting the protection of the corridor would not have a material visual impact on the existing environment. It is clear the intent for the protection of any corridor is ultimately to result in the physical construction of a significant piece of infrastructure. Therefore, protection of the



corridor warrants a holistic assessment of the landscape and visual amenity impacts prior to its protection.

- Council notes that the scale of the OSO will be significant in transforming the existing landscape. It is essential therefore that appropriate steps are taken in planning for this change, including:
  - Investigation of further underground options and that appropriate mitigation measures are fully utilised to limit adverse impacts on visual amenity, built form and urban design.
  - A continued collaborative approach to integrated land-use and transport planning, particularly regarding identifying development density in proximity to the future the orbital corridor.
  - Conducting a holistic assessment to evaluate the cumulative impacts of the many large-scale infrastructure projects in Western Sydney, as to how they may adversely affect visual amenity, built form and urban design in the Camden LGA.

For example, the proposed corridor adjoins the rear of northern properties at Ellis Lane, and other points in the Grasmere area. These and other properties (e.g. Denbigh Estate) currently enjoy expansive views of the rural landscape. The proposed corridor would have significant adverse visual amenity impacts on these properties. In this regard, a holistic assessment of the proposed corridor is strongly recommended, particularly with a view of its location underground where it impacts these types of residential areas.

***Council recommends that Transport for NSW:***

- Conduct a comparative cost-benefit analysis between a surface and underground approaches (with a view to mitigate adverse landscape, visual amenity and community impacts) which would enable an open and transparent public conversation on the costs and benefits between the two options.
- Conduct an extensive Landscape and Visual Assessment, that includes the implications for construction of the orbital (not just its protection).
- Complete a holistic Environmental Impact Assessment for the adverse implications on landscape and visual amenity from the orbital, prior to the protection of the corridor.
- Conduct a holistic assessment to evaluate the cumulative impacts of the OSO, in the context of other major infrastructure projects in Western Sydney e.g. NSRL, SWRL Extension, WSA etc.



## 9. Soil and geology

- Council notes Transport for NSW's *Draft Strategic Environmental Assessment* report states that "Mine subsidence would pose a geotechnical risk where the recommended corridor passes through active mining areas of the Southern Coalfield". Considering this point, it is acknowledged that a field investigation is needed in forming a mine subsidence management plan, through liaison with the Mine Subsidence Board.

In the context of investigating part of the OSO corridor being in tunnel, the issue of soil and geology (particularly regarding mine subsidence) is important. Council recommends that Transport for NSW conduct preliminary field investigations for the extent of corridor options, including geotech survey, to ascertain the integrity of conditions underground to determine their capacity to accommodate OSO infrastructure.

### **Council recommends that Transport for NSW:**

- Conduct preliminary field investigations for the extent of corridor options, including geotech survey, to ascertain the integrity of conditions underground to determine their capacity to accommodate OSO infrastructure.

## 10. Noise and vibration

- Through the extent of community feedback received by Council regarding the proposed orbital, it is evident that the issue of noise and vibration is significant for affected residents and landowners. Considering this evidence, it is concerning to note the following statement from Transport for NSW's *Draft Strategic Environmental Assessment* report:

*"Ground-borne noise and vibration have not been considered in this assessment. It is expected that both ground-borne noise and vibration impacts would be contained to within the extent of the recommended corridor, thereby not impacting sensitive receivers outside the corridor and requiring no strategic mitigation. A detailed assessment of both ground-borne noise and vibration impact should be undertaken during the future Environmental Impact Assessment and mitigation in the form of rail track form design will be considered at that time". (page140)*

The claim that mitigation of noise and vibration impacts are "expected" to be contained within the corridor is inadequate. The potential adverse implications for all affected residents and landowners warrant a comprehensive Environmental Impact Assessment prior to protection of any orbital corridor. Council recommends that Transport for NSW conduct an impact assessment (which states the type and magnitude of impact, both pre-mitigation and post-mitigation) on noise and vibration as a matter of urgency, and consult further with all affected stakeholders.



- As part of an Environmental Impact Assessment for noise and vibration resulting from the proposed orbital corridor, Council recommends it evaluate the cumulative impacts resulting from other significant infrastructure projects in its proximity e.g. WSA, NSRL, SWRL Extension etc.

#### Example – Noise impacts from WSA

The current absence of defined flight paths and other airspace management strategies articulated in the *WSA Environmental Impact Statement* and technical documents highlights a key concern for Council regarding noise assessment in the Camden LGA. The effect of this absence is that the flight paths used for the modelling may change at the time operations commence for Stage 1 of the proposed airport. This creates significant uncertainty as to the modelling presented and the assessment of what areas and how many people will be affected by aircraft noise, combined with ground-noise and vibration from the proposed orbital corridor. There has not been any sensitivity analysis as to the cumulative impacts of flight paths and other major ground-based infrastructure in proximity to what is planned as a **24-hour international airport in Western Sydney**.

There has been no assessment of the potential scale or severity of community annoyance that is likely to result in reaction to aircraft noise. This point is also highlighted in the *WSA Health Risk Assessment*. This issue is particularly relevant to the Camden LGA; whilst there are small areas in the north of Cobbitty and Bringelly that fall within areas designated as affected using standard aircraft noise criteria (e.g. ANEC/ANEF, N70 and N60 contours) there are much greater areas of the LGA that will be exposed to aircraft noise, that is less than these criteria. Further work is required by both Transport for NSW and the Australian Government (regarding the WSA development) to respond to this issue.

- In preparing an Environmental Impact Assessment for the proposed orbital corridor, it is recommended that Transport for NSW conduct multiple rating background levels across all receptors (i.e. at multiple locations along the corridor, for a broad cross-section of receptor types). This should ensure that the assessment clearly discerns the noise and vibration impact from the proposed orbital, and how it has different impacts upon residential property, compared to schools, compared to agricultural land, compared to commercial land etc.

Transport for NSW should ensure that an Environment Impact Assessment has a brief that extends beyond noise sensitive receptors for only existing communities. It is important there is a representation of potential future sites of other noise sensitive receptors i.e. residential areas, schools, parks etc. in proximity to the proposed orbital corridor. For example, this data should be re-modelled using the final SWPGA Structure Plan, to identify future community locations.

#### **Council recommends that Transport for NSW:**

- Prepare an Environmental Impact Assessment for the proposed orbital as a matter of urgency (which states the type and magnitude of impact, both pre-mitigation and post-mitigation) on noise and vibration, and consult further with all affected stakeholders.



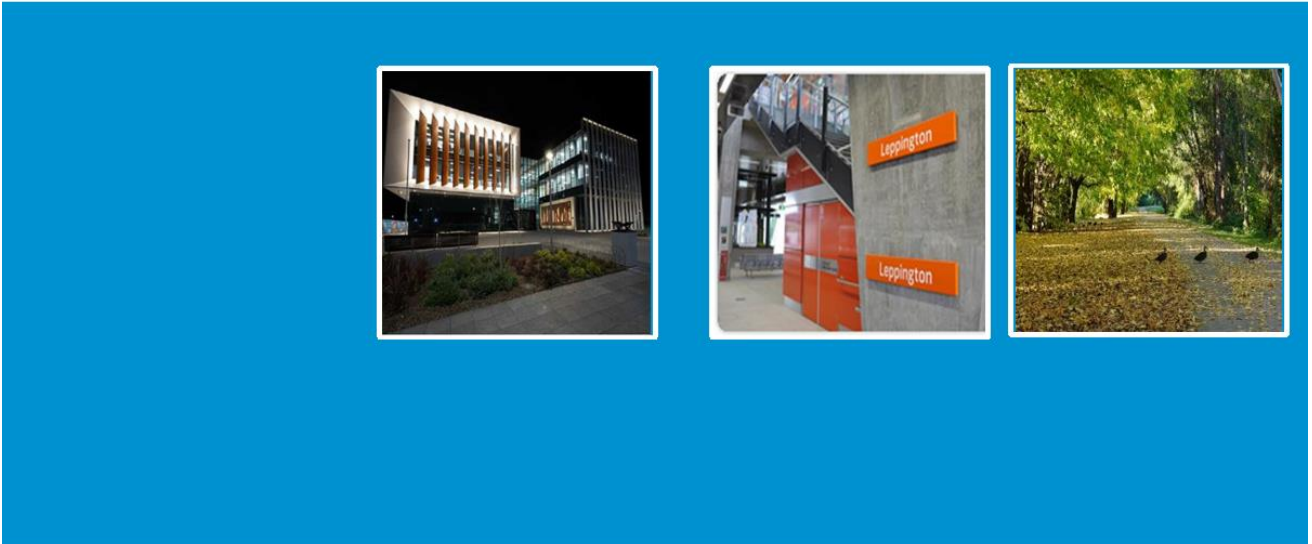
- Evaluate the cumulative impacts resulting from other significant infrastructure projects in its proximity e.g. WSA, NSRL, SWRL Extension etc.
- Conduct multiple noise-rating background levels across all receptors (i.e. at multiple locations along the corridor, for a broad cross-section of receptor types).

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Attachment 2



# Submission to North South Rail Line and South West Rail Link Extension





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## Executive Summary

The current land-use and infrastructure planning by the NSW Government reflects a defining moment in shaping the Greater Sydney Region; and in particular Western Sydney, including the Camden LGA. The ongoing corridor protection process for the North South Rail Line (NSRL) and the South West Rail Link Extension (SWRL Extension), as well as the Outer Sydney Orbital (OSO), will facilitate significant change to the Camden LGA, bringing with it a range of facilities, services, employment and other exciting opportunities for the community. Consequently, the corridor protection phase of the project is critical in establishing a framework to facilitate an integrated approach to transport and land-use planning, particularly in the South West Priority Growth Area (SWPGA).

While by some assessments the project is a positive initiative for Western Sydney, including the Camden LGA, there continues to be multiple concerned stakeholders regarding the proposed corridor alignment. It is important that the NSW Government continues to effectively engage with the affected stakeholders and broader community, by acknowledging and taking on board the specific feedback provided. Furthermore, Council strongly advocates on behalf of potentially affected property owners that any adverse impacts are limited as much as possible, and that alternate options are thoroughly explored by Transport for NSW through engagement with these property owners.

Camden Council has identified a number of key issues regarding protection of a corridor for the NSRL and SWRL Extension, highlighting points of concern, implications and recommendations for project outcomes. Council's submission is structured in response to the headline issues identified in Transport for NSW's *Draft Strategic Environmental Assessment* report, as placed on public exhibition on 26 March 2018. Council would welcome the opportunity to engage further with Transport for NSW in discussing these issues, to assist in identifying a corridor for the NSRL and SWRL Extension that is to the benefit of all impacted stakeholders.

## Key Messages

To assist Transport for NSW in assessing the following submission, Council's key messages are grouped to align with the NSRL and SWRL Extension Corridors – *Draft Strategic Environmental Assessment* report; namely:



1. The recommended corridors;
2. Land-use and property impacts;
3. Economic impacts;
4. Traffic and transport;
5. Noise and vibration;
6. Visual amenity, built form and urban design;
7. Soil and water;
8. Biodiversity and air quality
9. Heritage; and
10. Social impacts.



## 1. The recommended corridors

*Key Issue for the Camden LGA* – to realise the community vision of appropriate urban development for sustainable growth via an integrated Western Sydney rail network between the NSRL & the SWRL Extension, there is a need to identify all future station locations along the rail corridors and to include a 'Y-link' between the NSRL and SWRL Extension.

While certain issues raised in Council's 2015 submission on the rail corridor were resolved by Transport for NSW (e.g. undergrounding through existing residential and commercial precincts), it is noted other issues were not addressed (e.g. review of the Structure Plan in the context of a rail corridor, 'Y-link' alignment connection between the NSRL and the SWRL Extension etc.); resulting in a need for Transport for NSW to revisit the issues raised by Council in its 2015 submission. The intent of the 'Y-link' alignment is to facilitate an integrated customer experience for commuters travelling from the southern areas of the Camden LGA via heavy rail on the NSRL via a 'Y-link' connection to the SWRL Extension.

To ensure the integrity of a recommended corridor (including the 'Y-link' connection), and that it supports sustainable urban development, early advice on the rail type for the NSRL (i.e. heavy rail vs. metro rail), and of station locations is imperative. This will provide greater certainty for commuters on the Western Sydney rail network, and allow for a holistic approach to strategic planning in the SWPGA, via a centres hierarchy study in review of the Structure Plan.

In the absence of identified station locations between the Badgerys Creek Aerotropolis Station and Oran Park (and Leppington via the SWRL Extension), and between Narellan and Macarthur, there is a significant gap in the ability for Council to facilitate a strategic vision for liveable communities with centres and housing in close proximity to rail infrastructure.

## 2. Land-use and property impacts

*Key Issue for the Camden LGA* – there is an urgent need to determine a timeframe for corridor acquisition in support of existing landowners, construction of strategic road and rail infrastructure, along with a timeframe for a planning review needed as a result of this infrastructure to allow key land-use planning decisions to be made.

To ensure existing and future customers/community (including existing landowners) are best served, it is important that Transport for NSW work with Council and the Greater Sydney Commission in determining definitive timeframes for the corridor protection, land acquisition and future construction of the NSRL and SWRL Extension.

In managing the future provision of rail in Western Sydney, a strategic approach such as staged construction of the rail corridor on a 'precinct-by-precinct' basis is an option worthy of consideration by Transport for NSW, as it promotes sustainable urban development supported by transport infrastructure.





In proceeding with the NSRL & SWRL Extension corridor protection project, it is imperative that Transport for NSW work collaboratively with Council, the Greater Sydney Commission and the Department of Planning and Environment, in facilitating a concurrent review of the SWPGA Structure Plan, to ensure an integrated outcome of urban and transport planning objectives.

Further to the previous point, this collaboration between layers and arms of government should include development of a strategy to address potentially problematic issues such as proposed higher density development in key centres, before the rail line is constructed. A strategy is needed to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes.

### 3. Economic impacts

*Key Issue for the Camden LGA* – to support economic growth, urgent action is required to alleviate congestion throughout the local road network via the early construction of the NSRL through to Oran Park, Narellan and Macarthur.

Effective land-use and transport integration is required to ensure positive growth and investment outcomes occur in Western Sydney. With the projected population growth for Western Sydney, both Australian and NSW government investment in transport infrastructure e.g. NSRL, OSO, Western Sydney Airport (WSA) etc. will influence core planning objectives, including affordable housing, connectivity, liveability, resilience and sustainability.

The recently announced Western Sydney City Deal confirms funding for part of the NSRL and SWRL Extension. However, to date there is no funding commitment for construction of the full extent of the rail line through to Oran Park, Narellan and Macarthur.

As part of the NSW Government's vision of a system to support the growing Greater Sydney economy, public transport can play a pivotal role in alleviating urban congestion. An early commitment to constructing the full extent of the NSRL and SWRL Extension will alleviate congestion and improve travel times in Western Sydney.

### 4. Traffic and transport

*Key Issue for the Camden LGA* – needs to be supported by integrated land-use and transport planning which supports sustainable transport and development, including future public transport opportunities, a functional road network, and the early and coordinated provision of roads and transport infrastructure ahead of development.

There is an urgent need for a review of the 'SWPGA Road Network Strategy', in the context of the NSRL and SWRL Extension corridor protection project. Similarly, an integrated review of other sustainable transport modes (bus network, pedestrian, and cycling networks) is also required, along with any capacity for the promotion of interim use on the broader transport network (where corridor protection has occurred e.g. provision of rapid bus service in the corridor).



A joint approach to these projects will ensure integrated land-use and transport planning outcomes within the Camden LGA, through the early, coordinated provision of roads and infrastructure ahead of development.

### 5. Noise and vibration

*Key Issue for the Camden LGA* – adverse noise and vibration has the potential to diminish the 'liveability' of the Camden LGA. An early, thorough assessment of the cumulative noise and vibration impacts from the NSRL and SWRL Extension (combined with future noise from the OSO and WSA) is needed.

The scale of infrastructure being provided in Western Sydney, particularly transport-oriented infrastructure, will result in increased noise and vibration in the Camden LGA; both during construction and operation. A thorough assessment is urgently required to evaluate the extent to which the NSRL and SWRL Extension (combined with future noise from the OSO and WSA) will contribute to this impact.

### 6. Visual amenity, built form and urban design

*Key Issue for the Camden LGA* – explore further underground options, appropriate mitigation measures for all parts of the rail line (e.g. scale of Bringelly Y-junction), and evaluate cumulative impacts of large-scale infrastructure projects in Western Sydney.

Council notes that the scale of a NSRL and SWRL Extension will be significant in transforming the existing landscape. It is essential therefore that appropriate steps are taken in planning for this change, including:

- Investigation of further underground options, and that appropriate mitigation measures are fully utilised to limit adverse impacts on visual amenity, built form and urban design.
- A continued collaborative approach by Transport for NSW to integrated land-use and transport planning, particularly with regard to identifying development density in proximity to future rail station sites, and the possibility of constructing the NSRL in stages consistent with the rezoning/land release process in the SWPGA.
- In conducting a holistic assessment to evaluate the cumulative impacts of the many large-scale infrastructure projects in Western Sydney, a determination is needed as to how they may adversely affect visual amenity, built form and urban design in the Camden LGA.

### 7. Soil and water

*Key Issue for the Camden LGA* – construction of the NSRL and SWRL Extension will result in extensive tunnelling and traversing various river/creek systems etc. resulting in the need for an Environmental Impact Assessment to quantify any implications.



The resulting construction of a rail corridor would involve substantive structures in the form of bridges and culverts, traversing an extensive area that is inclusive of the Nepean River, along with significant creeks and tributaries; all while subject to concurrent urbanisation of adjacent areas. Furthermore, tunnelling would also present a separate set of challenges, regarding the geological aspects of the area.

This complex situation warrants a more robust investigation by Transport for NSW at the corridor protection phase, to provide greater certainty of the subject implications for the Camden LGA.

## 8. Biodiversity and air quality

*Key Issue for the Camden LGA – while most of the rail corridor is located within biocertified areas, a 'Review of Environmental Factors' (REF) is needed prior to corridor protection, that thoroughly addresses issues of biodiversity and air quality.*

While Transport for NSW has referenced biodiversity impact mitigation initiatives for the NSRL and SWRL Extension corridor, there remains some issues that were not addressed from the 2015 consultation period e.g. loss of a considerable number of remnant trees outside the existing Native Vegetation Area.

TfNSW's SEA indicates that the proposed NSRL and SWRL Extension corridors and the provision of electrified public transport will result in lower net emissions when compared to the increase in motor vehicle travel which would be expected to occur in the absence of rail corridors. However, further investigation is required via an EIA to confirm and quantify these claimed benefits.

Council also notes that the South Creek corridor has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection. Without sufficient detail available in the SEA, Council insists that TfNSW give careful consideration to any possible impacts on this vital part of our region and continues to engage with Council and the community.

In protection of the corridor alignment, and through preparation of an REF, it is necessary that Transport for NSW undertake appropriate studies to determine the impact of the proposed corridor; and that Council and the community is consulted on environmental-related matters in contributing toward the project.

## 9. Heritage

*Key Issue for the Camden LGA – The Camden LGA contains heritage items which reflect Camden's history, and will help to shape Camden's identity through a period of urban growth and transformation. Infrastructure projects such as the rail corridor must be sensitive in supporting and maintaining the Camden LGA's heritage and historical links.*

Through identifying the proposed rail corridor, heritage listed items (as noted in 'Camden Local Environmental Plan 2010', and 'Camden Development Control Plan 2011')



(Camden DCP)) should be considered. In protecting the corridor alignment, and any preparation of any REF, it is imperative that Council is consulted on heritage-related matters in contributing toward the project.

To ensure rail corridor protection facilitates heritage preservation in the Camden LGA, Transport for NSW needs to conduct a desktop analysis of heritage items within/in proximity to the proposed corridors.

### 10. Social impacts

*Key Issue for the Camden LGA – Transport for NSW's corridor protection projects are having a significant impact on certain parts of the Camden LGA community; in terms of human health (e.g. stress) as well as potential 'life-changing' outcomes (e.g. home displacement). More work is needed by the NSW Government to effectively connect with our community on these significant issues.*

Council has received multiple representations from the Camden LGA community as to the inadequate level of consultation to date by Transport for NSW on the corridor protection projects. It is imperative that Transport for NSW continue to engage with impacted residents, landowners, and Council, in positively promoting good governance for infrastructure planning in NSW.

An option available to Transport for NSW in engaging consultation is to expand its *Draft Strategic Environment Assessment* report for the NSRL and SWRL Extension, to robustly investigate the 'human health' impacts of the corridor protection projects. This could explore areas such as emerging social issues associated with locating heavy passenger rail in a developing urban area.

#### Ongoing engagement

Council encourages Transport for NSW to have an ongoing commitment to engage with Council and the community, to ensure that any future transport planning initiatives (i.e. corridor protection) is implemented holistically.

#### *Council's Submission to Outer Sydney Orbital Corridor Identification*

It is noted that the NSW Government has concurrently exhibited the *Outer Sydney Orbital Corridor Identification* project, with the *North South Rail Line and South West Rail Link Extension Corridor Identification* project.

Council's submission in response to the *OSO Corridor Identification* project is provided to Transport for NSW under separate cover. Council requests that consideration is given to both its submission documents, in evaluating the cumulative impacts of transport corridor identification in the Camden LGA.

The following parts of this submission are structured to respond to each of the headline issues identified in the corresponding sections of the NSRL and SWRL Extension corridor *Draft Strategic Environment Assessment* report.



## NSRL & SWRL Extension Corridor

### 1. Recommended corridor

- It is noted that while some of the issues regarding corridor alignment identified in Council's 2015 submission have been addressed e.g. undergrounding of the corridor south of Oran Park, further work is still required in corridor refinement. Council's 2015 submission is tabled as an attachment to this document, with the intent for Transport for NSW to re-visit the issues previously raised by Council regarding rail corridor alignment e.g. 'Y-link' alignment connection between the NSRL and the SWRL Extension.

Clarification is also sought as to the intended type of rail operation of the NSRL. Council would commend the provision of 'heavy rail' on the NSRL to ensure its integration with the existing rail network. A 'metro style rail' on the NSRL (similar to the Sydney Metro Northwest project) would compel any commuter between Bringelly and Macarthur to change trains when travelling to other parts of the rail network (e.g. Sydney CBD), creating longer travel times for the Western Sydney community.

The intent of the 'Y-link' alignment is to facilitate an integrated customer experience for commuters travelling from the southern areas of the Camden LGA. With the provision of heavy rail on the NSRL via a 'Y-link' connection to the SWRL Extension, commuters will be able to benefit from a seamless connection to all parts of the Western Sydney rail network.

- Further to the issues raised previously regarding corridor alignment, Council notes that the current material on exhibition of the NSRL only identifies the proposed Narellan and Oran Park stations within the Camden LGA. The exhibition material also states that planning for suitable station locations along the corridor will be undertaken in the future.

This advice is of some concern to Council, as to how it relates to the future planning of the SWPGA. The *Western City District Plan* identifies the need for a local centres hierarchy to be established and is the responsibility of Council to undertake this strategic framework. A key principle of the local centres hierarchy is locating centres with public transport and station locations.

Camden Council's *Community Strategic Plan June 2017*, notes the following strategy under 'Key Direction 1 – Actively Managing Camden LGA's Growth':

#### Strategies

1.1.1 Ensure provision of appropriate urban development for sustainable growth in the Camden LGA

1.1.2 Manage and plan for a balance between population growth, urban development and environmental protection

1.1.3 Ensure adequate, accessible and high quality open and public space is made available across the Camden LGA

1.2.1 Ensure rural land and associated landscape impacts are addressed.

Source: Camden Community Strategic Plan – June 2017

**1.1.1 Ensure the provision of appropriate urban development for sustainable growth in the Camden LGA.**





To realise this community vision of sustainable growth in the Camden LGA, it is imperative that the future station locations are known.

With the NSRL exhibition documents not identifying station locations between the Badgerys Creek Aerotropolis Station and Oran Park (as well as between Narellan and Macarthur), there is a significant gap in the ability for Council to undertake the strategic vision for the SWPGA. Council and the Department of Planning and Environment are currently in the precinct planning process; in the absence of this information, it is difficult to adequately plan for liveable communities with centres and housing in close proximity to rail infrastructure, without the proposed station locations.



Source: Draft Strategic Environmental Assessment Report (page 150)

- As in the case of the NSRL, Council notes that the current material on exhibition for the SWRL Extension Corridor only identifies the proposed Badgerys Creek Aerotropolis station; but not if any other stations will be located along its extent i.e. Rossmore.

As noted previously, the *Western City District Plan* identifies the need for a local centres hierarchy to be established, and it is the responsibility of Council to undertake this strategic framework. A key principle of the local centres hierarchy is locating centres with public transport and station locations.

With the SWRL Extension exhibition documents not identifying station locations between Badgerys Creek Aerotropolis Station and Leppington, there is a significant gap in the ability for Council to undertake the strategic vision for the SWPGA.



**Council recommends that Transport for NSW:**

- Re-visit the issues raised by Council in its 2015 submission to Transport for NSW regarding corridor alignment for the NSRL (and the SWRL Extension).
- Identify station locations, and integrate their placement in the Department of Planning and Environment's review of the Structure Plan for the SWPGA. This will allow for a holistic approach to strategic planning in the SWPGA, and for a centres hierarchy study to be undertaken.

## 2. Land-use and property impacts

- The importance of protection for the strategic NSRL is acknowledged; combined with other corridors throughout Western Sydney e.g. OSO; it will form an integral part of Sydney's need for a functional transport network.

Notwithstanding the importance of this corridor, it is also noted that the sterilisation of land once transport corridor options are defined highlights the need to determine a clear timetable for acquisition, beyond the statutory planning protections. This will provide greater certainty around the approach to development applications involving significant capital investment.

In proceeding with the identification of any transport corridor option alignments and the protection of a corridor via statutory planning controls, the need for a clear and timely program for land acquisition is important. Implications for the sterilisation of land resulting from corridor protection will be significant for certain landowners.

Transport for NSW's information brochures state, with regard to land acquisitions for the corridor:

*"There is no intention or need to immediately acquire land or property.*

*Acquisition normally occurs close to when the infrastructure is to be built, and this could be years or decades in the future".*

There is some cause to dispute these statements – certain landowners may see there to be an express need for immediate acquisition of their land or property, to provide them with certainty for what is often their most significant asset/investment.

As to the point of acquisition occurring closer to the construction date, the Australian Government's example of acquiring land for the WSA site in advance, over several decades, demonstrates that early land acquisition for significant infrastructure projects is common, and provides certainty for all stakeholders.

Transport for NSW would be aware that landowners had previously purchased land within the SWRL Extension exhibited corridor alignment, and subsequently faced degrees of uncertainty regarding interim use, securing finance etc. as a result. Coupled with other associated issues, such as a potential change in how



the subject land is valued (thus having an impact on the value of Council Rates), this may have potentially adverse impacts upon some landowners.

- Investigation into a staged release of precincts in the SWPGA, concurrently with staged construction of a NSRL (i.e. one station and rail for each precinct, as it's released), with a view for a timely roll-out of the rail line, should be a consideration in protection of the rail corridor. For example, an option of releasing a new precinct in the SWPGA to correspond with staged construction of the rail line, may promote an orderly release of land for development supported by infrastructure. An approach of one rail station constructed for each precinct released may warrant further investigation.
- The NSRL and SWRL Extension projects provide a significant opportunity for a targeted approach to integrated land-use planning and transit orientated development. However, based on the existing SWPGA Structure Plan, the project may potentially result in planning outcomes inconsistent with this approach.

For example, the existing 'Growth Centres Model' of achieving 15 to 18 dwellings per hectare may be considerably altered throughout parts of the Camden LGA, particularly in proximity to future rail station locations. Given development yields around the Leppington rail station are projected at 25-30 dwellings per hectare, the onset of 4-6 new stations resulting from the SWRL Extension may potentially alter development densities.

An additional element to this issue is the period of transition in time between when the corridor is identified, and when the SWRL Extension is constructed. It may be reasonable to expect that development will proceed in anticipation of future rail station locations, without the rail line being in place. This is further complicated by applying existing planning controls that may be inconsistent with future land-use. The potential implications of this issue should warrant a concurrent review/release of the SWPGA Structure Plan, ensuring that adequate planning arrangements are confirmed as part of a rail corridor protection.

- The issue of timing in delivery of the SWRL Extension is critical as to its potential impact on development, particularly for pre-empting re-zonings in the SWPGA. For example, permitting higher density development in key centres before the rail line is constructed may





be problematic (i.e. from low density to high density, in the absence of the necessary supporting transport infrastructure).

As part of a concept plan for delivery of the SWRL Extension, a strategy is required to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes resulting from this phenomenon, whether temporary or permanent. For example, residential areas adjacent to rail stations feature an option to up-lift zoning once the station is constructed.

**Council recommends that Transport for NSW:**

- On protecting the future transport corridor (rail) via statutory planning controls, proceed to implement a timely land acquisition strategy, and clarify permissible interim land-uses, with a view to circumventing any adverse planning outcome on any impacted landowners.
- As part of the further investigation into the NSRL corridor, that Transport for NSW work collaboratively with Council and the Greater Sydney Commission, in determining options for a staged approach to rail line construction concurrent with precinct release in the SWPGA.
- In proceeding with the SWRL Extension corridor protection project, Transport for NSW work collaboratively with Council, the Greater Sydney Commission and the Department of Planning and Environment, in facilitating a concurrent review of the SWPGA Structure Plan, to ensure an integrated outcome of urban and transport planning objectives.
- Develop a strategy to address potentially problematic issues such as proposed higher density development in key centres, before the rail line is constructed. A strategy is needed to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes, whether temporary or permanent.

### 3. Economic impacts

- Council's Economic Development Strategy for the Camden LGA seeks to undertake an active role in developing a strong and prosperous local economy as a key part of managing the large-scale urban growth of the area.

In support of this initiative and others like it throughout Western Sydney, a transport system is needed that will effectively promote the efficient exchange of goods and services; particularly through strategic hubs that have proximity to the NSRL in the Broader Western Sydney Employment

#### Strategies

**3.1.1** Ensure employment, tourism and education opportunities are expanded across the Camden LGA

**3.1.2** Maintain and develop the existing lifestyle setting to further attract tourists and businesses to the Camden LGA

**3.1.3** Activate under-utilised public and private spaces across the Camden LGA

**3.1.4** Strengthen and support business growth and attract new industries

Source: Camden Community Strategic Plan – June 2017



Area and the WSA. The early development of rail options will ensure access to a reliable and sustained labour force along the Western Sydney growth corridor, between Penrith and Campbelltown-Macarthur.

It is acknowledged that the Broader Western Sydney Employment Area and the WSA will have a crucial role in generating future employment and economic benefits, which is important to sustaining future communities in the Camden LGA. In this regard, the *Camden Council Economic Development Strategy – July 2013* states:

- *It will be critical to secure infrastructure to support economic development in line with population growth. The development of a large major centre in the north serviced by a train line and the upgrading of major roads are key underpinnings for economic development for the LGA.*
- *Opening up the transport system will help encourage the relocation of businesses, particularly for those businesses requiring access to Sydney CBD, Port Botany, the coast and the south of the State.*
- *The planned development of the rail link, improved roads and increased public transportation will support growth of the tourism sector for the Camden region.*

The key concern for Council is, notwithstanding the commitment to a NSRL through its corridor protection, and its provision via the Western Sydney City Deal for the northern section, there remains no definitive commitment to timing in the construction of a rail line through to Oran Park, Narellan and Macarthur.

Transport for NSW's *Draft Strategic Environmental Assessment* report for the NSRL states the following;

*The future Western Sydney Airport is expected to generate 9,000 direct jobs by the early 2030's and this is expected to increase to 60,000 jobs by 2063. In addition to this, Western Sydney Airport is directly generating \$77 million, and \$145 million for the rest of Sydney by the 2030's. By 2063, Western Sydney Airport will boost the Western Sydney economy by \$1.5 billion a year and \$4.6 billion Sydney-wide. (page 122)*

Council contests the probability of these projections, in the absence of constructing the full extent of the NSRL. While it is acknowledged \$3.6 billion is invested into roads via the Western Sydney Infrastructure Plan, there remains no integrated road network strategy for the SWPGA nor the 'Western Sydney Airport Priority Growth Area'. Consequently, there is no certainty that a \$3.6 billion investment in roads will deliver a functional road network to facilitate the projected economic benefits associated with the WSA; particularly in the absence in definitive timeframes for a fully constructed OSO.

Council recommends that only a diversified transport network, that includes a constructed NSRL, will realise the economic objectives for Western Sydney.





***Council recommends that Transport for NSW:***

- In collaboration with Council, the Greater Sydney Commission and the Department of Planning & Environment, actively pursue the early construction of the full extent of the NSRL, through to Oran Park, Narellan and Macarthur.

#### 4. Traffic and transport

- An objective of a road network strategy for the SWPGA would be to establish a strategic level of integrated land-use and road planning, to guide future detailed planning and design of both the road network and adjoining land-uses. The protection of a public transport corridor for the provision of the NSRL and the extension of the SWRL will have a significant impact on the objectives of the road network strategy. Construction of heavy rail for passenger use will impact on regional and local road-based networks, access to public transport, walking and cycling. These implications highlight a need to determine a robust transport framework for the SWPGA that integrates road and rail.
- Released in December 2013, the NSW Government's strategy 'Sydney's Bus Future' provides a comprehensive plan for Sydney's future bus network, including the SWPGA. However, the NSRL has potential implications for the way in which this bus network strategy was developed, suggesting a need for its review. For example, investigation would be required into Camden LGA suburban routes and how they connect to the rail link, particularly relative to pre-determined bus corridors e.g. previously identified transit boulevard for Rickard Road (to connect the Oran Park and Leppington centres).
- The road network throughout the Camden LGA presents many challenges in providing safe pedestrian movements; however, it also provides opportunities to promote walking, connections to bus stops and other major attractors (retail, community facilities), supported by a rail transport option. Many of the associated issues are reflected in Council's 'Camden Pedestrian Access and Mobility Plan 2014'.
- As construction of the rail line will impact on various road-based networks, the NSRL and SWRL Extension needs to advocate for access to quality public transport infrastructure, promoting integrated outcomes for cycle and pedestrian networks, park and ride facilities, all enshrined in 'Crime Prevention Through Environmental Design' (CPTED) principles.
- As a future major corridor for the future Greater Sydney Commission's 'Western Parkland City', the NSRL and SWRL Extension corridors will present as an excellent opportunity to facilitate effective and efficient transport movement throughout Western Sydney. However, this opportunity need not be limited only to the rail line construction in its final state. There is merit in investigating whether the corridor may be used as an interim measure (i.e. provision of a rapid bus service in the corridor on a temporary basis) by other transport modes. In advance of construction of the entire rail line, such an approach may promote sustainable transport in the SWPGA and the Camden LGA.

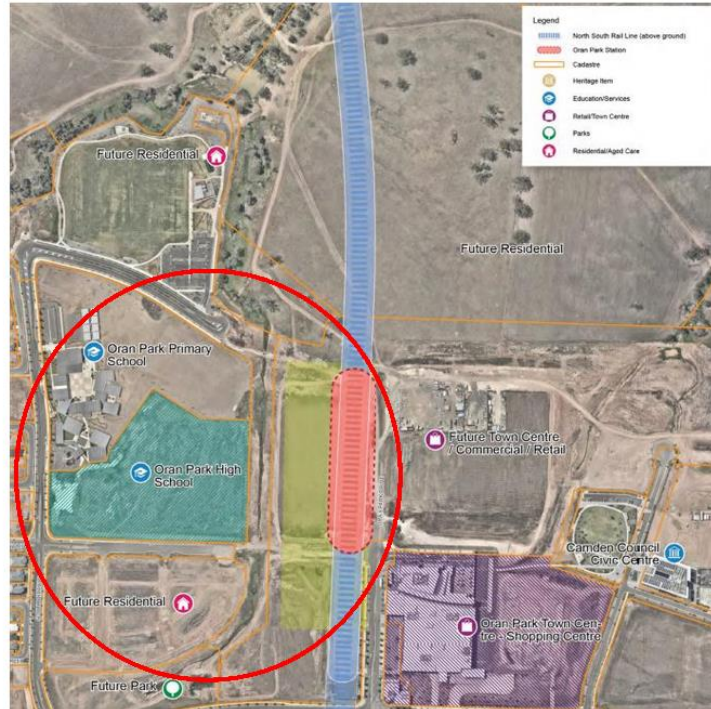


**Council recommends that Transport for NSW:**

- Conduct a review of the SWPGA Road Network Strategy, concurrently with the NSRL and SWRL Extension corridor protection project. A joint approach to these projects will ensure integrated land-use and transport planning outcomes within the Camden LGA.
- Conduct a review of 'Sydney's Bus Future', concurrently with the NSRL and SWRL Extension corridor protection project (and the SWPGA Road Network Strategy), in the context of *Future Transport Strategy 2056*. As previously noted, concurrent strategy reviews will promote integrated land-use and transport planning outcomes within the Camden LGA.
- As part of facilitating improvements in the level of pedestrian access and safety throughout the Camden LGA, work with Council on this issue, as it relates to the future NSRL and SWRL Extension.
- As part of developing concept plans for station precincts and associated infrastructure i.e. pedestrian and cycle networks, actively promote CPTED principles in planning and design for the NSRL and SWRL Extension infrastructure in supporting a positive urban landscape.
- Investigates any options toward interim use of the NSRL and SWRL Extension corridors for complementary transport purposes i.e. to facilitate delivery of multi-use infrastructure, from which a future benefit may be derived.

**5. Noise and vibration**

- Council acknowledges the planning conducted by Transport for NSW to date, in proposing the provision of part of the future NSRL underground. Notwithstanding, there will still be sections of the rail line either provided 'in cut' or 'at grade', resulting in potential adverse noise and vibration issues associated with the rail line in adjacent areas.
- For example, the image below from page 153 of the *Draft Strategic Environmental Assessment* report depicts the proximity (within the red circle) of the Oran Park School sites to the proposed rail corridor. Sensitive noise receptors such as schools and residential areas are of concern to Council, as to the potential adverse impacts they may be subject to via noise and vibration from the NSRL corridor.



Source: Draft Strategic Environmental Assessment Report (page 153)

Transport for NSW's *Draft Strategic Environmental Assessment* report states the following;

6.4.3.3 Rail noise source mitigation

*A full noise and vibration impact assessment would be prepared in future, when the need to build and operate the NSRL is identified. This would allow for the assessment to incorporate the noise source mitigation at the time of development more accurately and to appropriately identify solutions to noise impacts on existing or expected sensitive receivers.*

Council questions the timing of preparing a noise and vibration impact assessment; conducting the assessment well after the corridor is protected (i.e. closer to the date of construction) may be too late to impart any worthwhile change to mitigating noise and vibration.

Council recommends that Transport for NSW conducts an expanded noise and vibration impact assessment, with context criteria including;

- The extent of projected noise and vibration impacts anticipated on 'existing' sensitive noise receptors;
- Based on the Structure Plan and precinct planning conducted by the Greater Sydney Commission, project the extent of noise and vibration

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impacts on land adjacent to the future rail corridor, used for residential, schools, commercial etc.; and

- Ensure that the expanded noise and vibration impact assessment quantifies the cumulative impacts associated with other infrastructure-related developments in proximity to the rail corridor, within the Camden LGA and broader Western Sydney e.g. OSO, the Northern Road, WSA etc.

**Council recommends that Transport for NSW:**

- Conduct an expanded noise and vibration impact assessment for the NSRL, inclusive of assessment of impacts on existing adjacent land-uses (e.g. schools), future urban areas and the cumulative impacts associated with other, transport-oriented infrastructure (i.e. major road/road corridors, 24/7 international airport etc).

#### 6. Visual amenity, built form and urban design

- Council acknowledges in part the amendments made to the NSRL corridor protection, compared to Transport for NSW's 2015 'South West Rail Link Extension Public Transport Corridor Preservation' project; in particular the section between Oran Park and Narellan, through to Macarthur, which is now proposed to be underground (in tunnel).  
Council, in its 2015 submission to Transport for NSW, stated:

*'In addition to the previous points regarding the Oran Park to Narellan section, it is noteworthy that an underground line is likely to lessen the visible impact it would have to the areas between Oran Park and Narellan (i.e. Harrington Park). If there is a visible rail line then community impact and attitude of who lives over what side of the rail line determines class structures, impact on house prices, threat of anti-social behaviour around visible train lines'.*

This point still resonates in that a considerable amount of the NSRL corridor (between Leppington and Oran Park) will be 'at-grade' (i.e. not underground), potentially resulting in some of the adverse planning outcomes previously noted. In this regard, Council recommends that further underground options are explored, where possible, and that appropriate mitigation measures are fully utilised (e.g. construction of extended sections of the rail line in cutting) to limit adverse impacts on visual amenity, built form and urban design.





- Reference is made to the Bringelly Y-junction of the proposed rail line, that is likely to require elevated structures for a rail flyover component. While Transport for NSW's *Draft Strategic Environment Assessment* report states "...consider locating employment and industrial uses in these areas to minimise land-use conflicts..." (page 165) as a means of rationalising mitigation, Council recommends preparation of a visual impact assessment of the proposed scale of the Bringelly Y-junction flyovers, relative to future land-use in the area.
- The ongoing transformative nature of projects such as the NSRL and the SWRL Extension should not be assessed in isolation; rather, its evaluation requires context with a range of other significant infrastructure projects currently planned throughout Western Sydney.



A cumulative visual impact assessment would be beneficial, resulting from elements of the proposed rail corridor being constructed in conjunction with other existing or proposed developments, either associated or separate to it e.g. WSA, OSO, Northern Road upgrade etc.

Future infrastructure elements associated with the rail corridor will be similar in scale, line and form. The potential for any associated cumulative impact between the rail corridor and other proposed infrastructure may be minimised by the visual relationship between the proposed projects, with the potential to form an enhancement and extension to infrastructure rather than being viewed and recognised as a standalone development. Therefore, Council recommends that a holistic assessment is conducted by Transport for NSW to evaluate the cumulative impacts of these large-scale infrastructure projects, as to how they adversely affect visual amenity, built form and urban design in the Camden LGA.



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- Council has previously worked collaboratively with the NSW Government, in particular the Greater Sydney Commission and the Department of Planning & Environment, regarding land-use planning for future land re-zoning in the SWPGA. This work will in part contribute toward the issue of future land-use and its interface with the proposed NSRL, with the intent to develop an integrated approach to transport and land-use planning.

In achieving this outcome, Council recommends a continued collaborative approach, particularly with regard to identifying development density in proximity to future rail station sites, and the possibility of constructing the NSRL in stages consistent with the rezoning/land release process in the SWPGA. The latter point would likely result in a more coordinated provision of infrastructure supporting new development; an issue that is increasingly becoming a focal point of necessity for both the community and government alike.

***Council recommends that Transport for NSW:***

- Explore further underground options, where possible, and that appropriate mitigation measures are fully utilised (e.g. construction of extended sections of the rail line in cutting) to limit adverse impacts on visual amenity, built form and urban design.
- Prepare visual impact assessment of the proposed scale of the Bringelly Y-junction flyovers, relative to future land-use in the surrounding area.
- Continue a collaborative approach to integrated land-use and transport planning, particularly with regard to identifying development density in proximity to future rail station sites, and the possibility of constructing the NSRL in stages consistent with the rezoning/land release process in the SWPGA.
- Conduct a holistic assessment to evaluate the cumulative impacts of the many large-scale infrastructure projects in Western Sydney, as to how that may adversely affect visual amenity, built form and urban design in the Camden LGA.

## 7. Soil and water

- Transport for NSW's *Draft Strategic Environmental Assessment* report states:

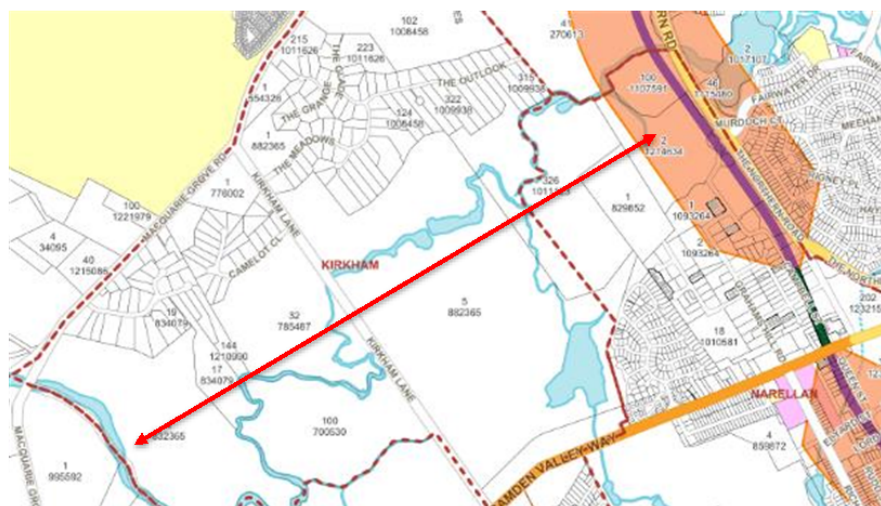
*“South of Oran Park, the future NSRL infrastructure would be in tunnel to avoid impacts to surface waters associated with Narellan creek and Harrington Park Lake.*

*The recommended NSRL and SWRL Extension corridors are separated from the Nepean River and are not expected to result in any detrimental impacts to the river” (page 167).*

Council recommends a more robust investigation is conducted by Transport for NSW at the corridor protection phase of this project, to provide greater certainty in support of the aforementioned statements in the report.



For example, the closest point (approximate) between the Nepean River and the NSRL is at Harrington Park, at the point where Narellan Creek links Harrington Park Lake and the Nepean River (as indicated by the red arrow in the map below).



Proximity of a future rail tunnel at this location is less than 3km in distance to the Nepean River, and transcends existing water body connections. Coupled with surface water constraints, it is imperative to have a clearer understanding prior to protecting the corridor of what implications (if any), that tunnelling at the proposed location will have on the Nepean River, Narellan Creek and Harrington Park Lake.

- The recommended corridor traverses several currently un-sewered properties in proximity to the SWRL Extension. During the property acquisition phase of the existing SWRL, several problems were encountered where dwellings became separated from their effluent disposal areas. For example, on Byron Road and Bringelly Road, a number of long parcels of land with a dwelling at the front and effluent disposal area at the rear, have the rail line running through the middle of the property. The acquisition undertaken only included the land that was required for the rail line, leaving the owners with their dwellings at the front of the property and insufficient land for effluent disposal. To reduce the chances of a repeat situation, as part of a land acquisition strategy for the recommended corridor, suitable arrangements should be made by Transport for NSW to ensure there will be sufficient land left for effluent disposal (e.g. larger lots with little impact from the proposed corridor, or farming land-used for dairy/grazing operations).

A conservative estimate of how much undeveloped land would be required for effluent disposal would be in the order of 4,000m<sup>2</sup>. An area of this size will have sufficient space to allow for the required setbacks and buffer distances (from houses, sheds, pools, driveways, adjacent property boundaries, dams,



watercourses and the like), and provide a reserve area should the effluent disposal area fail and a new system need to be installed.

**Council recommends that Transport for NSW:**

- Conduct a more robust investigation at the corridor protection phase of this project, to provide greater certainty as to the issues noted in this submission e.g. potential adverse impacts to significant rivers, creeks, waterbodies etc.
- In protecting the corridor alignment, and any REF, that Transport for NSW undertakes to determine the impact of the corridor, and that Council is consulted on environmental-related matters in contributing toward the project.

**8. Biodiversity and air quality**

- Council notes the statements made in the *Draft Strategic Environmental Assessment* report that clearing of native vegetation in the proposed corridor “is predominantly within bio-certified lands where clearing is already approved and does not require detailed assessment or biodiversity offsetting” (page 171). The observation is also noted by Transport for NSW that as part of the proposed NSRL is in tunnel, the result is avoidance of certain areas of biodiversity.



Notwithstanding Transport for NSW's claimed biodiversity impact mitigation for the NSRL, there remains some issues that were not addressed from the 2015 consultation period. These points are expanded on further, as follows.

- Under the Order to Confer Biodiversity Certification on the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, a minimum of 2,000 ha of “Existing Native Vegetation” must be retained and protected within the SWPGA. Where “Existing Native Vegetation” is cleared in non-certified areas for essential infrastructure proposals, such clearing of vegetation must be offset by a range of matters set out in Section 8 of the Order to Confer Biodiversity Certification including demonstration by way of information provided during the public exhibition of a precinct plan. While there is no precinct plan being presented as part of this consultation, Transport for NSW should demonstrate how the loss of Existing Native Vegetation in noncertified areas will be offset.
- In addition to the loss of Existing Native Vegetation, a considerable number of remnant trees outside existing Native Vegetation Areas will be lost, although this has not been quantified.



- Council also notes that the South Creek corridor has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection. Without sufficient detail available in the SEA, Council insists that TfNSW give careful consideration to any possible impacts on this vital part of our region and continues to engage with Council and the community.
- TfNSW's SEA indicates that the proposed NSRL and SWRL Extension corridors and the provision of electrified public transport will result in lower net emissions when compared to the increase in motor vehicle travel which would be expected to occur in the absence of rail corridors. However, further investigation is required via an EIA to confirm and quantify these claimed benefits.

***Council recommends that Transport for NSW:***

- In protection of the corridor alignment, and through preparation of an REF, that Transport for NSW undertake appropriate studies to determine the impact of the proposed corridor; and that Council and the community is consulted on environmental-related matters in contributing toward the project.
- Consider any possible impacts upon the South Creek corridor which has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection

## 9. Heritage

- Through identifying the recommended alignment of an NSRL and SWRL Extension corridor, any heritage listed items (as noted in 'Camden Local Environmental Plan 2010', and 'Camden Development Control Plan 2011' (Camden DCP)) should be taken into account.

Examples are noted as follows:

- Oran Park House - the corridor is close to the State Heritage Curtilage and affects the nominated single storey dwellings areas which abut the curtilage, and are planned as a buffer to the curtilage.
- Ben Linden House is a local heritage item at 1311 Camden Valley Way, Narellan. The Narellan railway station will be on the opposite side of the road from this relatively small house. This setting has been compromised by the scale of development in the vicinity and any built structures associated with the future station are unlikely to have any further impact. However, any development associated with the proposed station needs to sensitively manage the interface between the station and the heritage item.
- View corridors of The Northern Rd and Bringelly Rd are identified as Cultural Landscapes in Table B5 of the *Camden DCP 2011* – although these roads are undergoing widening, this matter needs consideration.



- It appears that the heritage items unaffected are: Rossmore School (item 138), Allenby (item 139) and 1186 The Northern Rd (item 2), as referenced in *Camden DCP 2011*.
- The railway corridor and its associated infrastructure, which is approximately 60m wide, has the potential to have significant impact on the settings of the above items. This impact must be considered and mitigated as far as possible.
- Oran Park House forms part of masterplanned precincts for which many heritage reports have been prepared analysing their heritage significance. These should be considered in any assessment.



Oran Park (Source: Office of Environment &amp; Heritage)

***Council recommends that Transport for NSW:***

- In protecting the corridor alignment, and any preparation of any REF, ensure that Council is consulted on heritage-related matters in contributing toward the project.
- Conduct a desktop analysis of heritage items within/in proximity to the proposed corridors. A significant amount of land within the SWPGA has not been subject to heritage assessments – the issue of heritage should be thoroughly evaluated as part of the determination of the corridors.

**10. Social impacts**

- As part of the 2015 consultation for the SWRL Extension, Council received numerous representations from the affected community as to their concern with an inadequate consultation process conducted by Transport for NSW. Similar representations have been made again recently to Council, regarding the current corridor protection process.

Council recommends that Transport for NSW maintain an active level of engagement with the community and Council, as to their activities on these projects. Recently there was concurrent release of information regarding corridor protection, along with the *State Infrastructure Strategy 2018-2038*, *Future Transport Strategy 2056*, *Western City District Plan*, the *Greater Sydney Region Plan* etc; while important to promote an integrated planning approach, there is a risk of our community becoming overwhelmed with information. This may be to the point where it is difficult for all stakeholders to adequately process the volumes of data, and consequently provide meaningful feedback.

- The potential adverse social impacts associated with projects such as the NSRL and SWRL Extension (as well as the OSO) were reflected in recent community group activity. In particular, the 'Outer Sydney Orbital Macarthur Action Group'





established a dialogue forum via social media, that involved the sharing of information, coordination of activism initiatives and advocacy.

One element that emerged from this community action group was a clear picture of the acute social impacts associated with the corridor protection projects. This clearly highlights the community sentiment of the corridor protections proposed, and how it is affecting both individuals and the collective community.

In this regard, further to ongoing active community engagement, Council recommends that Transport for NSW expand its *Draft Strategic Environment Assessment* report for the NSRL and SWRL Extension, to robustly investigate the 'human health' impacts of the corridor protection projects. For example, the Australian Government prepared an extensive report into the anticipated implications for human health resulting from the proposed WSA. A similar initiative by Transport for NSW for the corridor protection projects would be suitably appropriate.

- As noted previously in Council's submission, there are a range of issues that require/warrant the need for an integrated approach between land-use planning and planning for a rail corridor. This also includes potential social impacts.

Without adequate planning, provision of rail within an urban community can literally 'cut-off' or divide groups, creating a disconnect between how people engage with each other and move around their local area. There is even the potential for a social stigma on being on the 'wrong side of the tracks'. Coupled with the potential for atypical anti-social behaviour that can occur in some areas of public transport infrastructure, the provision of rail can result in some social challenges.

Council recommends that Transport for NSW explore these issues in further detail, and in doing so, collaborate with Council and other key stakeholders to achieve positive social outcomes for the Camden LGA.

**Council recommends that Transport for NSW:**

- Continue to engage with impacted residents, landowners, and Council, in positively promoting good governance for infrastructure planning in NSW.
- Expand its *Draft Strategic Environment Assessment* report for the NSRL and SWRL Extension, to robustly investigate the 'human health' impacts of the corridor protection projects.
- Explore the emerging social issues associated with locating heavy passenger rail in an urban area, and in doing so, collaborate with Council and other key stakeholders to achieve positive social outcomes for the Camden LGA.



## Additional Council comments

While this submission is structured to respond to the headline issues as per Transport for NSW's *Draft Strategic Environmental Assessment* report, there are other important issues identified by Council, that merit consideration in the corridor protection process. As a result, following are additional Council comments for the consideration of Transport for NSW, regarding the protection of a corridor for the proposed NSRL and SWRL Extension.

### Infrastructure Funding – Special Infrastructure Contribution Levy

- While it is acknowledged that the Western Sydney City Deal will play an integral role in future funding of Western Sydney's rail needs, it remains that much of the funding arrangements for future rail is subject to further investigation and negotiation between the Australian and NSW Governments.

Given the proportional degree of uncertainty regarding future rail funding arrangements, Council recommends that the NSRL and SWRL Extension is included in the NSW Government's 'State Infrastructure Contribution' (SIC) Levy for the SWPGA.

The ability to capture funding for land and works in the proposed rail corridors as part of the precinct planning process is supported by Council. The Department of Planning and Environment have only recently released the precinct known as 'South Creek West', which will include a significant amount of land that the NSRL will occupy. It would seem both opportune and timely to capture initial earthworks and road connections/bridges for the proposed rail corridor during the current precinct planning phase.



**Camden Council**

**Submission to**

***South West Rail Link Extension -  
Public Transport Corridor Protection***

**June 2014**

## Section 1.0 Executive Summary

The NSW Government's South West Rail Link Extension (SWRL Extension) project has the potential to, in part, transform the Camden local government area, bringing with it a range of facilities, services, employment and other exciting opportunities for the community. Consequently, the first stage of this project, as reflected in Transport for NSW's '*South West Rail Link Extension – Public Transport Corridor Protection*' report, is critical in establishing a framework to facilitate an integrated approach to transport and land use planning, particularly in the South West Growth Centre.

The issue of delivering effective and efficient integrated planning and transport infrastructure in South West Sydney remains a considerable challenge for all tiers of government. In the following submission, Camden Council has identified a number of key issues regarding protection of a corridor for the SWRL Extension, highlighting points of concern, implications and recommendations for project outcomes.

Following is an overview of the key issues identified in Council's submission on the project, including implications, opportunities and recommendations.

### **Transport for the South West**

As previously noted, transport for the South West continues to be a considerable challenge in supporting a future population in-excess of 300,000 (made up of the South West Growth Centre and the remainder of the Camden local government area), plus future employment of 200,000 jobs. Council's submission identifies a number of issues that will need to be addressed, relative to the SWRL Extension, including the *South West Growth Centre Road Network Strategy*, *Bus Network Strategy*, as well as pedestrian access i.e. *Camden Pedestrian Access and Mobility Plan 2014 (draft)*. The objective of these future strategies is to establish a strategic level of integrated land use and transport planning for the South West Growth Centre, to guide future detailed planning and design of both the transport network and adjoining land uses.

The announcement by the NSW Government of the protection of a public transport corridor for the extension of the rail link will have a significant impact on the objectives of the road, bus and pedestrian networks. Construction of heavy rail for passenger use will impact on regional and local road based networks, therefore the SWRL Extension needs to advocate for access to quality public transport infrastructure, promoting integrated outcomes for cycle and pedestrian networks, park and ride facilities, underpinned by 'Crime Prevention Through Environmental Design' principles. Therefore, Council's submission recommends the NSW Government undertake a collaborative and coordinated approach to reviewing the aforementioned strategies.

### **Connecting Centres**

An important measure for the success of any extension to the SWRL, will be reflected in how it connects Centres within (and outside of) the Camden local government area. Relative examples include Oran Park Town Centre, Narellan Town Centre, as well as potential

connections to Campbelltown/Macarthur.

Given the pivotal roles of the Oran Park and Narellan Town Centres in the South West Growth Centre into the future, access to these centres will have a significant influence as to the level of their success from an urban planning perspective. Therefore, it will be important for the future rail stations to be integrated within the town centre areas. The planning for the future Civic precinct at Oran Park, which will include Council's new administration centre, should particularly be noted as an important integrated transport link.

Other strategic connections between centres include exploring options for east/west links between the centres of Camden/Narellan and Campbelltown/Macarthur.

Council's submission recommends locating the corridor (and the corresponding station locations) within the centres of future and existing suburbs, integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public transport opportunities. Investigation is also recommended into options available to connect the rail line between Narellan and the Main South Rail Line (Campbelltown/Macarthur) e.g. rail infrastructure at Glenlee may provide an opportunity for a future connection (particularly in light of any potential for rail freight, and/or connection ultimately to an outer Sydney multi-modal corridor).

#### **South West Growth Centre and Precinct Planning**

While the SWRL Extension project provides a significant opportunity for a targeted approach to integrated land use planning and transit orientated development, the project may potentially result in planning outcomes inconsistent with this approach. For example, the existing 'Growth Centres Model' of achieving 15 dwellings per hectare may be considerably altered throughout parts of the Camden local government area, particularly in proximity to future rail station locations e.g. Rossmore, Bringelly, Oran Park etc. Given development yields around the Leppington rail station are projected at 25-30 dwellings per hectare, the onset of 4-5 new stations resulting from the SWRL Extension may potentially alter development densities. Council is unlikely to support increases in densities until the railway line is operational, given this may not happen for sometime. This would avoid a situation where development is built in the short to medium term at higher densities without having the support of an operating rail line. The potential implications of this issue should warrant a review of the South West Growth Centre Structure Plan.

A key element in reviewing the South West Growth Centre Structure Plan is the need to re-visit the hierarchy of Centres identified. For example, the provision of heavy rail for passenger access to the Camden local government area may advocate its emergence as a higher order centre; conversely, there may be cause to reflect on the status of the Leppington Major Centre, given it is no longer situated as a pivotal origin/destination station at the end of the rail line. These examples, combined with the other centres that may soon benefit from direct rail access, should warrant a review of the Centres hierarchy, and how they relate to each other.



The issue of timing in delivery of the SWRL Extension is critical as to its potential impact on development, particularly for pre-empting rezonings in the South West Growth Centre. For example, permitting higher density development in key centres before the rail line is constructed may be problematic and is unlikely to be supported by Council. As part of a concept plan for delivery of the SWRL Extension, a strategy is required to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes, whether temporary or permanent.

A significant issue for potentially affected landowners in reserving a corridor is the need for a timely land acquisition strategy, with a view to circumventing any adverse planning outcomes. Similarly, investigating a staged approach to constructing the rail line concurrent with precinct release may promote efficient sustainable development supported by infrastructure. In advocating a strategic response to this and Growth Centre/Precinct Planning issues, Council's submission recommends a collaborative approach between the relevant NSW Government agencies (including Council) in developing a comprehensive response to the identified implications.

#### **Sydney's Major Transport Corridors**

The 'Outer Sydney Orbital/M9' identified in the *NSW Long Term Transport Master Plan*, has potentially significant implications for the Camden local government area. Given the possibility that the Outer Sydney Orbital may be a multi-modal corridor (i.e. inclusive of road and rail), consideration must be made as to how this relates to the Sydney metropolitan rail network. Particularly, the extension of the SWRL will make it one of the closest connection points.

Given the extent of the proposed corridor for the SWRL Extension, and uncertainty surrounding timing of its delivery, options may exist toward its interim use for complementary purposes. Such an innovative approach may facilitate delivery of multi-use infrastructure, from which a future benefit may be derived.

Council's submission recommends that Transport for NSW consider how the rail extension would relate to a multi-modal corridor for the 'Outer Sydney Orbital/M9', and investigate options for interim use of the SWRL Extension corridor. It also requests that Council be consulted in preparing a strategic response to the land use and transport planning related issues identified.

#### **SWRL Extension Corridor – Potential Constraints**

As part of assessing the proposed corridor and core stations identified by Transport for NSW for the SWRL Extension, a number of potentially significant constraints were identified; including, but not limited to a major (regional) sporting precinct at Narellan, the issue around implications for sterilisation of land resulting from corridor reservation, as well as any heritage listed items (as noted in *Camden Local Environmental Plan 2010*, and *Camden Development Control Plan 2011*).

Council's submission recommends that Transport for NSW work with Council in determining the future location of stations at Oran Park and Narellan, as well as other future Centres such as Rossmore and Bringelly, in resolving the potential constraints. Given the quantum of planning already undertaken by Council to date, and the extent of existing centres, a collaborative approach is highly desirable.

### **Community Engagement**

Given the significance and implications of the project, ongoing consultation with key stakeholders such as Council is important. While Council acknowledges review of the South-West Sub-Regional Strategy is well beyond the scope of this project (and Transport for NSW), the NSW Government have acknowledged a need for an integrated planning approach in NSW. Council's submission suggests a joint approach for the Department of Planning and Environment, Transport for NSW and Council in preparing the Sub-Regional Strategy and the rail extension project.

## Section 2.0 Preliminary Analysis

### 1. Introduction

In response to the issues identified in Transport for NSW's 'South West Rail Link Extension – Public Transport Corridor Protection' report, the following *Section 2.0 Preliminary Analysis* of this submission highlights Council's concerns/implications, recommendations, and where Council has any objections to the proposal. Each of the issues identified reflect a preliminary analysis conducted by Council within the first stage of stakeholder consultation, and would be subject to expansion and/or further refinement in a subsequent submission responding to a preferred alignment.

### 2. Integrated Planning to Support Sydney's Growth

Council acknowledges the NSW Government's priorities reflected in *NSW 2021*, as supported by the *NSW Long Term Transport Master Plan* and *Draft Metropolitan Strategy for Sydney*. The resulting strategic planning framework, in collaboration and consultation with the community, will facilitate the future for the South West Growth Centre and the Camden local government area.

The Camden community's vision for the future is reflected in *Camden 2040*, which identifies the principal activities in creating a sustainable Camden local government area. In particular, the vision for effective and sustainable transport is:

*"...to reflect on the possibility to move around the Camden area, and beyond, conveniently, safely and using a variety of transport options. This means that people are connected with their local community and places, and the local economy is effectively supported".*

The SWRL Extension project is a significant catalyst toward realising the Camden community's vision, particularly as it relates to providing effective and sustainable transport. In this regard, the protection of a future public transport corridor provides an excellent opportunity to achieve the objectives of *NSW 2021* and *Camden 2040*.

### 3. Transport for the South-West

#### Key Issues for Council

- South West Growth Centre Road Network Strategy (Draft);
- Bus Network Strategy;
- Camden Pedestrian Access and Mobility Plan 2014 (Draft);
- Quality integrated infrastructure, supported by 'Crime Prevention Through Environmental Design' (CPTED) principles.

### Implications & Opportunities

- The objective of the road network strategy is to establish a strategic level of integrated land use and road planning for the South West Growth Centre, to guide future detailed planning and design of both the road network and adjoining land uses. Announcement of the protection of a public transport corridor for the extension of the South West Rail Link will have a significant impact on the objectives of the road network strategy. Construction of heavy rail for passenger use will impact on regional and local road based networks, access to public transport, walking and cycling. These implications highlight a need to determine a robust transport framework for the South West Growth Centre that integrates road and rail.
- Released in December 2013, the NSW Government's strategy '*Sydney's Bus Future*' provides a comprehensive plan for Sydney's future bus network, including the South West Growth Centre. However, the SWRL Extension has potential implications for the way in which this bus network strategy was developed, suggesting a need for its review. For example, investigation would be required into Camden local government area suburban routes and how they connect to the rail link, particularly relative to pre-determined bus corridors e.g. transit boulevard, Rickard Road.
- The road network throughout the Camden local government area presents a number of challenges in providing safe pedestrian movements; it also however provides opportunities to promote walking, connections to bus stops and other major attractors (retail, community facilities), including the prospect of rail. Many of the associated issues are reflected in Council's '*Camden Pedestrian Access and Mobility Plan 2014 (Draft)*'.
- As construction of the rail line will impact on various road based networks, the SWRL Extension needs to advocate for access to quality public transport infrastructure, promoting integrated outcomes for cycle and pedestrian networks, park and ride facilities, all enshrined in CPTED principles.

### Recommendations

*Council recommends the following activities be undertaken:*

- Transport for NSW conduct a review of the South West Growth Centre Road Network Strategy, concurrently with the SWRL Extension corridor protection project. A joint approach to these projects will ensure integrated land use and transport planning outcomes within the Camden local government area.
- Transport for NSW conducts a review of '*Sydney's Bus Future*', concurrently with the SWRL Extension corridor protection project (and the '*South West Growth Centre Road Network Strategy*'). As previously noted, concurrent strategy reviews will promote integrated land use and transport planning outcomes within the Camden local government area.

- As part of facilitating improvements in the level of pedestrian access and safety throughout the Camden local government area, there exists an opportunity for Council and Transport for NSW to work collaboratively on this issue, as it relates to the future SWRL Extension.
- As part of developing concept plans for station precincts and associated infrastructure i.e. pedestrian and cycle networks, Transport for NSW actively promote CPTED principles in planning and design for SWRL Extension infrastructure in supporting a positive urban landscape.

#### 4. Connecting Centres

##### **Key Issues for Council**

- Direct link to Oran Park Town Centre;
- Connection to Narellan Town Centre;
- Integration with future Centres e.g. Rossmore, Bringelly etc.;
- Potential connection to Main South Rail Line i.e. Campbelltown/Macarthur;

##### **Implications & Opportunities**

- In a precinct projected to accommodate over 7,000 dwellings, Oran Park Town Centre will be comprised of major facilities including schools, leisure centre, large retail centre, health facilities and open space areas. An integral part of this planning will be the future Civic precinct, which will include Council's new administration centre.

Given the pivotal role Oran Park Town Centre in the South West Growth Centre into the future, access to the centre, particularly by public transport, will have a significant influence as to its level of success from an urban planning perspective. In this regard, a lack of integration between the Town Centre and a future station for the SWRL Extension may have adverse implications.

- Further to the issues identified for the Oran Park Town Centre, Narellan Town Centre is similar in that any disconnection between the Centre and a future station may result in poor urban and transport planning outcomes. While it is noted that Narellan may also assume origin/destination status, resulting in supporting infrastructure such as 'park-and-ride' facilities, the location of the rail station relative to the Town Centre will have a considerable impact on realising opportunities for transit orientated development.
- Investigation is required into locating the corridor (and the corresponding station locations) through the centre of future suburbs e.g. Rossmore, Bringelly etc., integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public transport opportunities.



- As Transport for NSW would be aware, the issue of functional east/west connections between the centres of Camden/Narellan and Campbelltown/Macarthur, continue as an infrastructure issue of extensive discussion. Notwithstanding the NSW Government's commitment to the upgrading of Narellan Road, investigation into the broader regional transport network (e.g. Spring Farm Link Road) remains a challenge for all tiers of Government. The opportunity of connecting the SWRL Extension to the Main South Rail Line is an option worth exploring further within this context.

### **Recommendations**

*Council recommends the following activities be undertaken:*

- There currently exists a potential opportunity for achieving a functional Oran Park Town Centre, integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public opportunities. To realise this opportunity, Council recommends locating the future Oran Park rail station in a central location within the Town Centre.
- The SWRL Extension, and particularly a future station at Narellan, has the potential to support well designed development in promoting the quality of existing centres. To achieve this potential, location of the future station is crucial. It is recommended that further consultation by Transport for NSW with Council and key stakeholders occurs, to identify potential rail link opportunities for Narellan Town Centre.
- Locating the corridor (and the corresponding station locations) through the centre of future suburbs e.g. Rossmore, Bringelly etc., integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public transport opportunities.
- As part of the SWRL Extension corridor protection project, further investigation into options available to connect the rail line between Narellan and the Main South Rail Line could be explored. For example, existing rail infrastructure at Glenlee may provide an opportunity for a future connection (particularly in light of any potential for rail freight, and/or connection ultimately to an outer Sydney multi-modal corridor).

## **5. South West Growth Centre and Precinct Planning**

### **Key Issues for Council**

- Need to re-visit the South West Growth Centre Structure Plan, with a revised focus on integrated land use planning and transit orientated development;
- Important to re-visit the hierarchy of Centres identified in the South West Growth Centre Structure Plan;
- If population is a key driver for the SWRL Extension south to Narellan, it is crucial there is greater certainty of population projection and location;
- Potentially problematic issue of proposed higher density development in key centres, before the rail line is constructed, resulting in disorderly rate of development and potentially adverse urban planning outcomes (whether temporary or permanent).
- Advanced strategy for sale or re-development of residual land within corridor.

- Investigation into a staged release of precincts, concurrently with staged construction of the SWRL Extension i.e. one station and rail for every one precinct released.

### **Implications & Opportunities**

- The SWRL Extension project provides a significant opportunity for a targeted approach to integrated land use planning and transit orientated development. However, based on the existing South West Growth Centre Structure Plan, the project may potentially result in planning outcomes inconsistent with this approach.

For example, the existing 'Growth Centres Model' of achieving 15 dwellings per hectare may be considerably altered throughout parts of the Camden local government area, particularly in proximity to future rail station locations e.g. Rossmore, Bringelly, Oran Park etc. Given development yields around the Leppington rail station are projected at 25-30 dwellings per hectare, the onset of 4-5 new stations resulting from the SWRL Extension may potentially alter development densities.

An additional element to this issue is the period of transition in time between when the corridor is identified, and when the SWRL Extension is constructed. It may be reasonable to expect that development will proceed in anticipation of future rail station locations, without the rail line actually being in place. This is further complicated by applying existing planning controls that may be inconsistent with future land use. The potential implications of this issue should warrant a review of the South West Growth Centre Structure Plan.

- Further to the issue of reviewing the South West Growth Centre Structure Plan, a key element of this issue is the need to re-visit the hierarchy of Centres identified. For example, the provision of heavy rail for passenger access to the Camden local government area may advocate its emergence as a higher order Centre; conversely, there may be cause to reflect on the status of the Leppington Major Centre, given it is no longer situated as a pivotal origin/destination station at the end of the rail line. These examples, combined with the other centres that may soon benefit from direct rail access, should warrant a review of the Centres hierarchy, and how they relate to each other.
- As previously noted, the need for a review of the South West Growth Centre Structure Plan will influence future population projections and locations, particularly as it will be subject to some variation by the provision of heavy rail for passenger use. For example, the recent work conducted by the Department of Planning & Environment on housing diversity (Planning Report – Supporting Housing Choice and Affordability in Growth Areas) seeks to establish consistent planning controls that reflect market demand and contribute to affordable housing. Through the drafting of a dwelling density guide, the NSW Government has sought to promote an innovative housing type mix to achieve prescribed residential densities. It is important that these objectives consistently reflect the desired planning outcomes for the South West Growth Centre, inclusive of an extension of (passenger) heavy rail into the area.
- The issue of timing in delivery of the SWRL Extension is critical as to its potential

impact on development, particularly for pre-empting rezonings in the South West Growth Centre. For example, permitting higher density development in key centres before the rail line is constructed may be problematic i.e. from low density to high density, in the absence of the necessary supporting transport infrastructure and is unlikely to be supported by Council.

As part of a concept plan for delivery of the SWRL Extension, a strategy is required to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes resulting from this phenomenon, whether temporary or permanent e.g. residential areas adjacent to rail stations with an option to up-lift zoning once the station is constructed.

- As noted later in Council's submission, the issue of reserving a future rail corridor triggers the need for a timely land acquisition strategy, with a view to circumventing any adverse planning outcome on any impacted landowner. If a strategy is not put in place, it may unnecessarily limit potential sales or redevelopment of residual land within the corridor.
- Further to the issue of timely land acquisition, Council recommends investigation of the options to construct the extension of the SWRL in stages, with a view to timely roll-out of the rail line. For example, an option of releasing a new precinct in the South West Growth Centre to correspond with staged construction of the rail line, may promote an orderly release of land for development supported by infrastructure. An approach of one rail station constructed for every one precinct released may warrant further investigation.

### **Recommendations**

*Council recommends the following activities be undertaken:*

- In proceeding with the SWRL Extension corridor protection project, Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in facilitating a review of the South West Growth Centre Structure Plan, to ensure an integrated outcome of urban and transport planning objectives.
- As part of the collaborative review of the South West Growth Centre Structure Plan, that Transport for NSW and the NSW Department of Planning and Environment revisit the hierarchy of Centres identified, to reflect any influence by the SWRL Extension.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in determining the impact of dwelling densities reflect any influence by the SWRL Extension, and in particular, future station locations.
- Need for a strategy to address potentially problematic issues such as proposed higher density development in key centres, before the rail line is constructed. Council is unlikely to support increased densities until they are supported by an operational railway line. Therefore, a strategy is needed to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes, whether temporary or permanent.

- A concurrent approach in the development of a strategy to realise any potential derived from the subsequent sale or re-development of residual land.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in determining options for a staged approach to rail line construction concurrent with precinct release in the South West Growth Centre.

## **6. Sydney's Major Transport Corridors**

### **Key Issues for Council**

- Outer Sydney Orbital/M9;
- Interim use of reserved SWRL Extension corridor.

### **Implications & Opportunities**

- As one of the 19 major transport corridors across Sydney identified in the 'NSW Long Term Transport Master Plan', the 'Outer Sydney Orbital/M9' has potentially significant implications for the Camden local government area. While these implications are not the subject of the SWRL Extension corridor protection process, the way in which extension of the SWRL relates to the Outer Sydney Orbital is of importance. Given the potential that the Outer Sydney Orbital may be a multi-modal corridor (i.e. inclusive of road and rail), consideration must be made as to how this may relate to the Sydney metropolitan rail network; making the extension of the SWRL one of the closest connection points.
- As a future major corridor for Sydney, the SWRL Extension corridor will present as an excellent opportunity to facilitate effective and efficient transport movement throughout Western Sydney. However, this opportunity need not be limited only to the rail line construction in its final state. There is merit in investigating whether the corridor may be used as an interim measure (i.e. on a temporary basis) by other transport modes. In advance of construction of the entire rail line, such an approach may promote sustainable transport in the South West Growth Centre and the Camden local government area.

### **Recommendations**

*Council recommends the following activities be undertaken:*

- That Transport for NSW consider as part of the SWRL Extension public transport corridor protection project, how it will relate to a multi-modal corridor for the 'Outer Sydney Orbital/M9'; and in doing so, consult with Council in preparing a strategic response to the land use and transport planning related issues identified.
- That Transport for NSW investigates any options toward interim use of the SWRL Extension corridor for complementary transport purposes i.e. to facilitate delivery of multi-use infrastructure, from which a future benefit may be derived.

## 7. SWRL Extension Corridor – Potential Constraints

### Key Issues for Council

- Narellan Sporting Precinct: masterplanned development of sporting precinct on western side of The Northern Road, Narellan.
- Location of future rail stations at Rossmore, Bringelly etc.
- Sterilisation of land once the SWRL Extension corridor is identified. Need to determine a clear timetable for acquisition, beyond the statutory planning protections.
- Heritage items within a proposed SWRL Extension corridor.

### Implications & Opportunities

- Council is currently in the advanced stages of developing a masterplan for a major (regional) sporting precinct at Narellan, located on the western side of The Northern Road, between Porrende Street (to the south) and Narellan Creek (to the north). This masterplanned facility will host a range of different sports, such as netball and athletics, combined with existing use (hockey and rugby league), to serve as a regional precinct beyond the Camden local government area. Given the extensive constraints on the eastern side of The Northern Road (due to residential development), Council is concerned the western side would be considered for the corridor (subject to proposed future location of stations at Oran Park and Narellan). Such an option may sterilise the subject site, mitigating its capacity to function as a major sporting precinct.
- In advance of detailed planning for future precincts such as Rossmore, Bringelly, Lowes Creek etc., Council requests the opportunity to provide comment on the location of rail stations in the corresponding centres, with a view to preliminary identification of any conceivable constraints.
- In proceeding with the identification of a preferred alignment of the SWRL Extension, pursuant to reservation of a corridor via statutory planning controls, the need for a clear and timely program for land acquisition is important. Implications for the sterilisation of land resulting from corridor reservation may be significant for certain landowners. Coupled with other associated issues, such as a potential change in how the subject land is valued (thus having an impact on the value of Council Rates), may create a potentially adverse circumstance for certain landowners.
- Through identifying options for a preferred alignment of a SWRL Extension corridor, any heritage listed items (as noted in 'Camden Local Environmental Plan 2010', and 'Camden Development Control Plan 2011') should be taken into account. For example, the State Heritage item 'Oriellon' is located in proximity to The Northern Road, and would be subject of consideration in preparing any 'Review of Environmental Factors', addressing issues such as curtilage. In addition to existing heritage items, is the potential for discovery of any additional items (Indigenous or European heritage).

### Recommendations

*Council recommends the following activities be undertaken:*

- Council notes that the future location of stations at Oran Park and Narellan may well



influence the alignment of the SWRL Extension corridor, as it relates to the Narellan Sporting Precinct. That being, based on future station connections the rail line may not traverse to the western side of The Northern Road. In the event it does so, Council would advocate alternative alignment and/or engineering options for the rail project, in light of the extensive planning to date for the Narellan Sporting Precinct. Council would advocate further dialogue with Transport for NSW in seeking a viable solution regarding this issue.

- Liaise with Council in identification of future rail station locations for Rossmore, Bringelly etc. with a view to identifying any potential constraints.
- On reserving the SWRL Extension corridor via statutory planning controls, the NSW Government should proceed to implement a timely land acquisition strategy, with a view to circumventing any adverse planning outcome on any impacted landowner.
- In preparing preferred option alignments, and any 'Review of Environmental Factors', that Council is consulted on heritage-related matters in contributing toward the project.

## 8. Community Engagement

### Key Issues for Council

- Opportunity for community to understand potential implications to make informed comment;
- Opportunity for concurrent consultation with community on a review of the South-West Sub-Regional Strategy.

### Implications & Opportunities

- Council acknowledges the current round of consultation for the SWRL Extension corridor protection project reflects stage one of a two stage process; the second stage occurring later in 2014. Given the significance and implications of the project, advanced consultation with key stakeholders such as Council, would have been preferable. Such a lead time would have enabled the elected Council more time in which to prepare for meaningful engagement with constituents, thus capitalising on the most effective means of informed comment on the strategic alignment of a future rail corridor.
- While Council acknowledges review of the South-West Sub-Regional Strategy is well beyond the remit of the SWRL Extension project (and Transport for NSW), the NSW Government have acknowledged a need for an integrated planning approach in NSW.

### Recommendations

*Council recommends the following activities be undertaken:*

- In advance of the second stage of consultation, that Transport for NSW conduct an interim round of consultation with affected stakeholders, to enable a comprehensive response in advance of the release of various rail corridor alignment options.

- Transport for NSW work in conjunction with the Department of Planning & Environment and Council on a review of the South-West Sub-Regional Strategy, concurrently with the SWRL Extension corridor protection project. A joint approach to these projects will ensure integrated land use and transport planning outcomes within the Camden local government area.

ORD01

Attachment 4



# Camden Council

Submission to Outer Sydney Orbital Corridor Preservation 2015





## General

The NSW Government's Outer Sydney Orbital Corridor Preservation project has the potential to, in part, transform the Camden Local Government Area, bringing with it a range of facilities, services, employment and other exciting opportunities for the community. Consequently, the first stage of this project is critical in establishing a framework to facilitate an integrated approach to transport and land use planning throughout South-West Sydney.

While the project is a positive initiative for South-Western Sydney, including the Camden Local Government Area, as in the case of South West Rail Link (SWRL) Extension project, it is important that the NSW Government continues to effectively engage with stakeholders and broader community, by acknowledging and taking on board the specific feedback provided. Furthermore, Council strongly advocates on behalf of potentially affected property owners that any adverse impacts are limited as much as possible, and that alternate options are thoroughly explored by Transport for NSW through engagement with these property owners.

The issue of delivering effective and efficient integrated planning and transport infrastructure in South-West Sydney remains a considerable challenge for all tiers of government. Camden Council has identified a number of key issues regarding preservation of a corridor for the Outer Sydney Orbital, highlighting points of concern, implications and recommendations for project outcomes.

## Outer Sydney Orbital

The principle of development of a north/south motorway connection through Western Sydney is supported. This type of connection is currently limited to the M31 and M7 with poor north/south linkages to the north of Western Sydney. The Outer Sydney Orbital would therefore increase connectivity between the northern and southern sections of Western Sydney and ultimately through to areas in Wollondilly. This will create benefits associated with access to a wider range of jobs, services, health care, education, retail and access to the Western Sydney Airport. The need for this type of connection is considered to become more acute with the extensive residential developments in the South West Growth Centre.

## Regional Planning and Transport Context

The development of an Outer Sydney Orbital road has the potential to provide a boundary to Sydney's outer western city limit. This has the ability to define and contain Sydney's growth within this boundary through appropriate policy provisions. This could have a number of implications for development rates, future development locations, their accessibility and the value of land. As such these factors, amongst others, should be robustly assessed through the



development of the Outer Sydney Orbital alignment. This assessment should also include consideration of the future direction of growth of Sydney to ensure the Outer Sydney Orbital alignment enhances and doesn't stifle anticipated future growth in Sydney.

As part of the Outer Sydney Orbital study area investigation project, it is imperative that Transport for NSW work in conjunction with the Department of Planning & Environment and Council on a review of the South-West Sub-Regional Strategy.

Future growth areas such as the 'Macarthur South' investigation in the Campbelltown and Wollondilly local government areas, require an integrated approach to land-use and transport planning, with the Outer Sydney Orbital project being a pivotal transport corridor driving direct implications as to the success of planning outcomes.

As in the case of the SWRL Extension, detailed consideration should be given to the preparation of a land-use strategy to address the issue for short to medium term. This is considered particularly important given the potential requirement for a considerably larger protection corridor than that being proposed for the SWRL Extension and the extensive risk of land sterilisation.

## Passenger Rail Services

As one of the 19 major transport corridors across Sydney identified in the 'NSW Long Term Transport Master Plan', the 'Outer Sydney Orbital' has potentially significant implications for the Camden local government area.

Given the potential that the Outer Sydney Orbital may be a multi-modal corridor (i.e. inclusive of road and rail), consideration must be made as to how this may relate to the Sydney metropolitan rail network; making the extension of the SWRL one of the closest connection points.

In this regard, Council strongly advocates that Transport for NSW ensure that any future planning of this multi-modal corridor would include passenger rail (as well as freight), to ensure the communities throughout the Camden Local Government Area, and South-Western Sydney more broadly, are adequately supported by this infrastructure.

## Heritage Issues

Given the conceptual position of the Outer Sydney Orbital corridor, no specific heritage items are identified as being impacted upon. As such, the impact on all known heritage items and as yet unidentified items of European, Indigenous and visual significance must be considered.





## General Constraint Issues

Further to the issue of heritage items, there will be a range of other significant constraints that will require identification and extensive investigation, including visual amenity, noise, sterilization of land, flooding related to the Nepean River, existing creeks and waterways, topography and areas of environmental significance.

Council should be consulted further with regard to specific issues around these constraints, prior to further determination of preferred routes.

## Agricultural Land Uses

Throughout the extent of the study area, there exists the potential for impact on land currently subject to a variety of agricultural based uses. This includes supporting facilities such as the University of Sydney agricultural campus farms. Given the historical and ongoing significance of agriculture in these areas of South-West Sydney, sensitivity analysis is required as to the implications for agri-business activity, as well as future operation of agricultural educational institutions in the area.

## Overall Transport Planning

An urgent review of the South West Growth Centre Road Network Strategy is required, in conjunction with any ongoing investigation into the Outer Sydney Orbital. Coupled with the South-West Sub-Regional Strategy under preparation by the Department of Planning & Environment, it is important that a coordinated transport planning approach is taken in identifying future transport corridors in South-West Sydney. Currently there is dis-connect between each of the strategy documents. The existing Road Network Strategy is based on the SWRL terminating at Leppington, and makes no provision for extended east/west connections to the Outer Sydney Orbital (and generalised north/south connections to the Western Sydney Airport site). In this regard, a coordinated approach is required between Transport for NSW, the Department of Planning & Environment and Council, to work collaboratively in maximising opportunities for good transport planning outcomes.

The ultimate destination for the Outer Sydney Orbital could be linked directly to Appin Road, to provide a direct route to Wollongong and the South Coast, while the future Macarthur South area would have a direct link to the Western Sydney Airport and the Western Sydney Employment Area. Alternatively, the preferred link to Wollongong and the South Coast could also be via the M31 and Picton Road route, acknowledging that Picton Road has been substantially upgraded over the last several years, and provides a safer route compared to Appin Road.



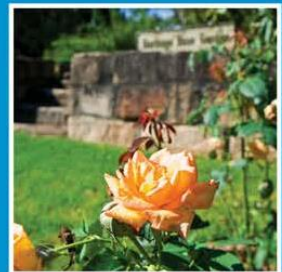
## Mining Issues

The vast majority of the Outer Sydney Orbital study area is subject to issues associated with the activity of sub-surface mining of natural resources; whether in the form of existing mine subsidence areas or areas where resources are identified for future mining resources. Any investigation conducted in the study area should give due consideration to these issues.

## Ongoing Engagement

It is imperative that that Transport for NSW consider as part of the SWRL Extension public transport corridor preservation project, how it will relate to a multi-modal corridor for the 'Outer Sydney Orbital'; and in doing do, consult further with Council in preparing a strategic response to the land use and transport planning related issues identified.

Engagement processes should also extend to engaging with the affected community on an ongoing basis, to identify a structured consultation process that ensures strong community support for the link.



# Camden Council

Submission to South West Rail Link Extension  
Corridor Preservation 2015





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## Executive Summary

The NSW Government's South West Rail Link Extension (SWRL Extension) project has the potential to, in part, transform the Camden Local Government Area, bringing with it a range of facilities, services, employment and other exciting opportunities for the community. Consequently, the first stage of this project, as reflected in Transport for NSW's 'South West Rail Link Extension – Public Transport Corridor Preservation' report, is critical in establishing a framework to facilitate an integrated approach to transport and land use planning, particularly in the South West Growth Centre.

While the project is a positive initiative for South-Western Sydney, including the Camden Local Government Area, through the public exhibition/consultation period of June/July 2015, Council has received multiple representations from concerned residents, property owners and developers, regarding the proposed corridor alignment. It is important that the NSW Government continues to effectively engage with the affected stakeholders and broader community, by acknowledging and taking on board the specific feedback provided. *Furthermore, Council strongly advocates on behalf of potentially affected property owners that any adverse impacts are limited as much as possible, and that alternate options are thoroughly explored by Transport for NSW through engagement with these property owners.*

The issue of delivering effective and efficient integrated planning and transport infrastructure in South-West Sydney remains a considerable challenge for all tiers of government. Camden Council has identified a number of key issues regarding preservation of a corridor for the SWRL Extension, highlighting points of concern, implications and recommendations for project outcomes. Council's submission is structured in response to 'headline issues' identified in Transport for NSW's published document, 'South West Rail Link Extension Public Transport Corridor Preservation June 2015 – Consultation on Southern Section'. Following is an overview of the key messages identified by Council.

## Key Messages

### Public Transport

Council strongly supports the provision of rail transport into the South West Growth Centre, including extensions to Narellan, and to the 'T2 South Line', to facilitate connectivity with Campbelltown/Macarthur, as well as the future Macarthur South area.

### Proposed Corridor Alignment

Council seeks the provision of a "Y-Link" between Rossmore and Maryland Stations to facilitate direct access to the Glenfield and the East Hills line for





commuters originating in the South West Growth Centre, to provide improved connectivity across the Sydney metropolitan area.

Council recommends part of the corridor alignment identified between Leppington and Oran Park also needs to be reconsidered, particularly to avoid the major farm dams which provide significant flood management benefits to downstream areas of the Upper South Creek Catchment, while also needing to avoid the recently approved extension to the Anglicare Retirement Facility.

The detailed planning of the route in these areas should also maximise the use of existing public land, to reduce impacts on existing residential properties, and seek to reduce severance issues on individual properties.

The route from Oran Park Town Centre through to Narellan is generally supported on the basis of considering undergrounding arrangements to reduce the severance of communities, mitigate noise and amenity impacts on the existing developed areas, and to reduce impacts on the community directly affected by acquisitions for the above ground option.

The Narellan Sports Hub is directly affected by the proposed route which is located immediately adjacent to the proposed widening of The Northern Road. The nominal corridor width is 60m, while the rail line itself is likely to be in a viaduct arrangement above the Hub site. The 60m corridor width impacts directly on a number of proposed netball courts within the current adopted master plan. It is suggested that the viaduct arrangement does not necessarily warrant a 60m zone, and that a 25m to 40m zone may be more appropriate given the corridor location immediately adjacent to widening of The Northern Road. Ongoing dialogue between Council and Transport for NSW is strongly recommended to confirm an appropriate route through the Narellan Sports Hub complex.

The extension through to the 'T2 South Line' is supported in principle, with stations suggested at Mt Annan Botanic Gardens and at Spring Farm, however subject to key considerations around undergrounding of the line and actual station locations.

#### **Undergrounding through existing residential and commercial precincts**

The route through Oran Park, Harrington Park, Harrington Grove, Narellan and Spring Farm can only be supported if this is delivered through an underground solution, in view of the residential and environmental impacts of an above ground line.

Further, the cost implications for acquisition and major cuttings would be significant, which should be assessed through a robust financial analysis.



### **Timing of corridor decisions and associated works**

In view of the current lack of residential development within the South West Growth Centre between Leppington and Oran Park there is an urgent need to progress the corridor preservation for an above ground route to provide certainty. An urgent review of the South West Growth Centre Structure Plan is also required (supported by a review of the South West Growth Centre Road Network Strategy). These steps should maximise the opportunities for future development around the new stations.

Consideration should also be given, to entering into arrangements with key developers along the corridor to undertake bulk earthworks, ensuring that future development and the rail corridor works are facilitated to deliver the lowest cost delivery option, including road bridge works.

The corridor preservation between Oran Park and Narellan should be determined urgently, on the basis of an underground solution where current residential development exists or is in the final planning stages. This also applies to the extension (at least in part) for the proposed link between Narellan and the 'T2 South Line'. *Transport for NSW should make a timely decision on the proposed corridor based on the results of the consultation period as soon as possible, to reduce the period of uncertainty for residents and property owners.*

### **Timing of works and implications for other infrastructure**

In view of the status of development north of Oran Park, priority should be given to the early delivery of the rail infrastructure works to the Oran Park Centre.

Council would also seek to have the other connections to Narellan and to the 'T2 South Line' delivered in the same timeframe.

However, if there are delays anticipated to the following stages, there should be recognition of the need to facilitate road network connections such as the Spring Farm Link Road (Liz Kernohan Drive link), which would improve access to the existing train facilities at Macarthur and Campbelltown for the new communities at Spring Farm and Elderslie.

A commuter car parking strategy is required to consider the delivery of improved commuter car parking capacity across the region, to recognise current demand as well as facilitate access to existing stations until such time as the rail line is constructed.

Additionally, the rail link and stations are anticipated to have a significant impact on the existing South West Growth Centre road links, in terms of physical location, as well as changed travel destinations associated with the Western Sydney Airport and Western Sydney Employment Area. Further transport planning is urgently required to ensure that the cumulative impacts of the airport, Outer Sydney Orbital, SWRL Extension and ongoing growth are identified and an



appropriate response developed, including certainty around the delivery of supporting infrastructure.

#### Ongoing engagement

Council considers that Transport for NSW should have an ongoing commitment to engage with Council, key stakeholders and the community, to ensure that the future corridor minimises impacts as much as possible.

### Accommodating Sydney's Growth

Council acknowledges the NSW Government's priorities reflected in *NSW 2021*, as supported by the *NSW Long Term Transport Master Plan* and *A Plan for Growing Sydney*. The resulting strategic planning framework, in collaboration and consultation with the community, will facilitate the future for the South West Growth Centre and the Camden Local Government Area.

The Camden community's vision for the future is reflected in *Camden 2040*, which identifies the principal activities in creating a sustainable Camden Local Government Area. In particular, the vision for effective and sustainable transport is:

*"...to reflect on the possibility to move around the Camden area, and beyond, conveniently, safely and using a variety of transport options. This means that people are connected with their local community and places, and the local economy is effectively supported".*

It is acknowledged that the Broader Western Sydney Employment Area and the Western Sydney Airport will have a crucial role in generating future employment and economic benefits, which is important to sustaining future communities in the Camden Local Government Area. In this regard, the *Camden Council Economic Development Strategy – July 2013* states:

- *It will be critical to secure infrastructure to support economic development in line with population growth. The development of a large major centre in the north serviced by a train line and the upgrading of major roads are key underpinnings for economic development for the LGA.*
- *Opening up the transport system will help encourage the relocation of businesses, particularly for those businesses requiring access to Sydney CBD, Port Botany, the coast and the south of the State.*
- *The planned development of the rail link, improved roads and increased public transportation will support growth of the tourism sector for the Camden region.*



- *A more diverse population in the future may lead to an increase in the number of international visitors coming to the Camden region.*

The SWRL Extension project is a significant catalyst toward realising the Camden community's vision and strategies, particularly as it relates to providing effective and sustainable transport (in easing congestion on strategic transport corridors) and generating employment and economic opportunities. In this regard, the preservation of a future public transport corridor provides an excellent opportunity to achieve the objectives of *NSW 2021* and *Camden 2040*. However, as previously noted, further transport planning by the NSW Government is urgently required to ensure that the cumulative impacts of the airport, Outer Sydney Orbital, SWRL Extension and ongoing growth are identified and an appropriate response developed, including certainty around the delivery of supporting infrastructure.

## Feedback on the Corridor to Date

### Key Issues for Council

- Opportunity for the community to understand potential implications to make informed comment.
- Opportunity for concurrent consultation with community on a review of the South-West Sub-Regional Strategy.
- Sterilisation of land once the SWRL Extension corridor is confirmed. Need to determine a clear timetable for acquisition, beyond the statutory planning protections, and provide greater certainty around the approach to development applications involving significant capital investment.

### Implications & Opportunities

- Council acknowledges that the current round of consultation for the SWRL Extension corridor preservation project reflects a staged approach. However, Council has received several representations from affected stakeholders that the current consultation phase is the first advice they have received (i.e. some property owners and residents claim to have been unaware of the consultation conducted by Transport for NSW in 2014). Given the significance and implications of the project, extensive consultation with key stakeholders is very important. An extended consultation period would have enabled Transport for NSW more time in which to conduct meaningful engagement with stakeholders, thus capitalising on the most effective means of informed comment on the strategic alignment of a future rail corridor.
- Whilst Council acknowledges review of the South-West Sub-Regional Strategy is beyond the remit of the SWRL Extension project (and



Transport for NSW), the NSW Government have acknowledged a need for an integrated planning approach in NSW.

This issue could largely be addressed through an appropriate land-use strategy to accompany the identification and delivery of the SWRL Extension corridor. This strategy could provide a broad timescale and sequence for the release and development of the rail link and its associated stations. Recent workshops between Council and the Department of Planning and Environment (as part of the South West Growth Centre Structure Plan Review currently being undertaken), have revealed the potential for the identification of the release sequence of South West Growth Centre precincts. This review provides an ideal opportunity to align the phased release of South West Growth Centre precincts with that of the delivery of the SWRL Extension and stations. In conjunction, the land-use strategy and structure plan could align to provide a phased/staged release of higher density zonings around train stations which do not come on-line until the delivery of the associated train station, enabling them to grow and develop in line with transport and service provision.

The land-use strategy also has the ability to highlight potential acceptable land uses and developments within the rail protection corridor which could be effectively utilised in the short to medium term. This would (depending on the range of permissible uses) largely avoid the sterilisation of land, potentially enabling landowners to productively utilise their land in the interim.

- In proceeding with the identification of a preferred alignment of the SWRL Extension, pursuant to preservation of a corridor via statutory planning controls, the need for a clear and timely program for land acquisition is important. Implications for the sterilisation of land resulting from corridor preservation will be significant for certain landowners. Transport for NSW would be aware that some landowners had only recently purchased land within the exhibited corridor alignment, and now face resulting challenges such as securing finance for dwelling construction. Coupled with other associated issues, such as a potential change in how the subject land is valued (thus having an impact on the value of Council Rates), may create a potentially adverse circumstance for certain landowners.

Preservation of a corridor via statutory planning controls should also ensure provision of a clear statement as to permissible interim use of affected land. This will provide landowners, particularly in existing rural areas, with a degree of certainty as to the ways their land can be used until such time as it is acquired by the NSW Government.

In addition, clarification and direction is also required on the approach to be taken toward development applications, particularly those which





involve major investment, prior to finalisation of the recommended corridor.

### Recommendations

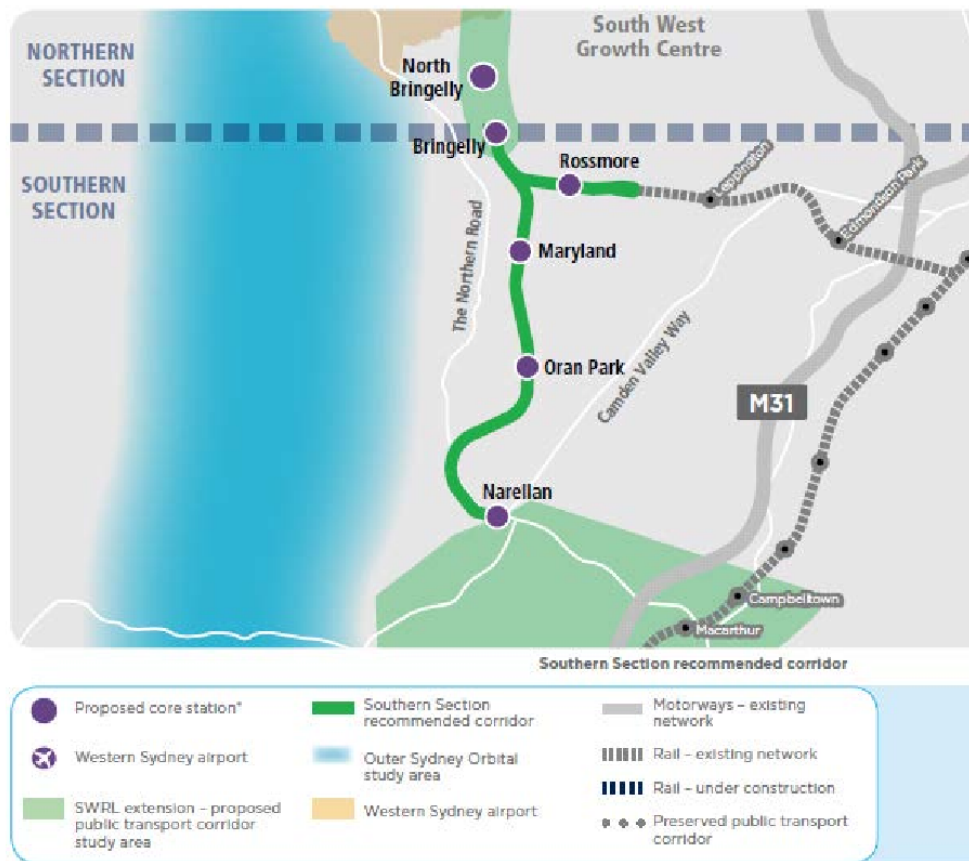
*Council recommends the following activities be undertaken:*

- As part of the current stage of consultation, that Transport for NSW conduct an extended round of consultation with directly affected stakeholders, to enable a comprehensive response in advance of proceeding with the preservation of a rail corridor alignment.
- Transport for NSW work in conjunction with the Department of Planning & Environment and Council on a review of the South-West Sub-Regional Strategy, concurrently with the SWRL Extension corridor preservation project. A joint approach to these projects (such as a land-use strategy) will ensure integrated land use and transport planning outcomes within the Camden Local Government Area.
- On reserving the SWRL Extension corridor via statutory planning controls, the NSW Government should proceed to implement a timely land acquisition strategy, and clarify permissible interim uses, with a view to circumventing any adverse planning outcome on any impacted landowner. Clarification and direction is also required regarding any future approach to development applications.



## Southern Section:

### Transport for NSW's Recommended Corridor



#### Key Issues for Council

- Need to re-visit the South West Growth Centre Structure Plan, with a revised focus on integrated land use planning and transit orientated development
- Important to re-visit the hierarchy of Centres identified in the South West Growth Centre Structure Plan
- If population is a key driver for the SWRL Extension south to Narellan, it is crucial there is greater certainty of population projection and location
- Potentially problematic issue of proposed higher density development in key centres, before the rail line is constructed, resulting in dis-orderly rate of development and potentially adverse urban planning outcomes (whether temporary or permanent)
- Advanced strategy for sale or re-development of residual land within corridor



- Investigation into a staged release of precincts, concurrently with staged construction of the SWRL Extension (i.e. one station and rail for every one precinct released)
- Cost Benefit Analysis for the SWRL Extension

### Implications & Opportunities

- The SWRL Extension project provides a significant opportunity for a targeted approach to integrated land use planning and transit orientated development. However, based on the existing South West Growth Centre Structure Plan, the project may potentially result in planning outcomes inconsistent with this approach.

For example, the existing 'Growth Centres Model' of achieving 15 dwellings per hectare may be considerably altered throughout parts of the Camden Local Government Area, particularly in proximity to future rail station locations. For example, Rossmore, Maryland, Oran Park etc. Given development yields around the Leppington rail station are projected at 25-30 dwellings per hectare, the onset of 4-6 new stations resulting from the SWRL Extension may potentially alter development densities.

An additional element to this issue is the period of transition in time between when the corridor is identified, and when the SWRL Extension is constructed. It may be reasonable to expect that development will proceed in anticipation of future rail station locations, without the rail line actually being in place. This is further complicated by applying existing planning controls that may be inconsistent with future land use. The potential implications of this issue should warrant a concurrent review of the South West Growth Centre Structure Plan, ensuring that adequate planning arrangements are confirmed as part of a rail corridor preservation.

- Further to the issue of reviewing the South West Growth Centre Structure Plan, a key element of this issue is the need to re-visit the hierarchy of Centres identified. For example, the provision of heavy rail for passenger access to the Camden Local Government Area may advocate its emergence as a higher order Centre; conversely, there may be cause to reflect on the status of the Leppington Major Centre, given it is no longer situated as a pivotal origin/destination station at the end of the rail line. These examples, combined with the other Centres that may soon benefit from direct rail access, should warrant a concurrent review of the Centres hierarchy, and how they relate to each other.
- As previously noted, the need for a review of the South West Growth Centre Structure Plan will influence future population projections and locations, particularly as it will be subject to some variation by the provision of heavy rail for passenger use. For example, the recent work



conducted by the Department of Planning & Environment on housing diversity (*Planning Report – Supporting Housing Choice and Affordability in Growth Areas*) seeks to establish consistent planning controls that reflect market demand and contribute to affordable housing. Through the drafting of a dwelling density guide, the NSW Government has sought to promote an innovative housing type mix to achieve prescribed residential densities. It is important that these objectives consistently reflect the desired planning outcomes for the South West Growth Centre, inclusive of an extension of (passenger) heavy rail into the area.

- The issue of timing in delivery of the SWRL Extension is critical as to its potential impact on development, particularly for pre-empting re-zonings in the South West Growth Centre. For example, permitting higher density development in key centres such as Oran Park before the rail line is constructed may be problematic (i.e. from low density to high density, in the absence of the necessary supporting transport infrastructure).

As part of a concept plan for delivery of the SWRL Extension, a strategy is required to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes resulting from this phenomenon, whether temporary or permanent. For example, residential areas adjacent to rail stations feature an option to up-lift zoning once the station is constructed.

- As noted elsewhere in Council's submission, the issue of reserving a future rail corridor triggers the need for a timely land acquisition strategy, with a view to circumventing any adverse planning outcome on any impacted landowner. If a strategy is not put in place, it may unnecessarily limit potential sales or redevelopment of residual land within the corridor.
- Further to the issue of timely land acquisition, Council recommends investigation of the options to construct the extension of the SWRL in stages, with a view for timely roll-out of the rail line. For example, an option of releasing a new precinct in the South West Growth Centre to correspond with staged construction of the rail line, may promote an orderly release of land for development supported by infrastructure. An approach of one rail station constructed for every one precinct released may warrant further investigation.
- The currently proposed rail corridor alignment requires a number of road and waterway crossing points (including over the dam to the north of Oran Park), the demolition of existing, recently developed properties and the acquisition of undeveloped lots. These costs in addition to the construction, maintenance and operation of the rail link are likely to be considerable. Transparency of costs and an understanding of where the majority of these costs lay, balanced with the expected social and



economic benefit is considered key information for Councils to convey to their service users and provide a clear rationale for the development.

A cost benefit analysis should not only be conducted and made public for the proposed surface alignment, but should also be completed for a potential underground route which avoids precincts currently under development. It is recognised that an option which undergrounds a section of track under developing precincts of Oran Park, Catherine Fields (Part) Precinct (South) and Harrington Grove is likely to be a more costly approach to that proposed, but this cost must be directly balanced against the following considerations:

- A shorter run of track which brings operational cost savings;
- Lower levels of compensation costs as minimal land and property acquisition would be required
- Avoidance of construction costs associated with spanning the railway line over the dam to the north and avoid numerous road crossing points
- Reduce adverse impacts on the amenity of existing and future residents of Oran Park, Catherine Field (Part) Precinct (South) and Harrington Grove
- Increased support from the public and Council due to reduced visual and amenity impacts and lower levels of general disturbance from construction to existing residents
- Avoidance of harm to the Cumberland Plain significant vegetation around Harrington Grove

A comparative cost benefit analysis between the surface and underground approaches through the abovementioned precincts would enable an open and transparent public conversation on the costs and benefits between the two options.

This cost benefit analysis should be complemented with an employment strategy, which highlights the job creation benefits of both the construction and operation of the rail link, to reinforce both the economic and employment benefits generated by the proposal.

It is important to note that Council, whilst supporting development of the SWRL Extension and its proposed stations, would also seek to avoid the compulsory land acquisition of recently developed land parcels, wherever possible, to reduce the impact on existing and developing communities. Notwithstanding, Council would not want the viability and deliverability of the proposed route and stations to be undermined to such an extent as to



risk non-delivery or result in the repositioning of Town Centre stations to more peripheral locations.

### Recommendations

*Council recommends the following activities be undertaken:*

- In proceeding with the SWRL Extension corridor preservation project, Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in facilitating a concurrent review of the South West Growth Centre Structure Plan, to ensure an integrated outcome of urban and transport planning objectives.
- As part of the collaborative review of the South West Growth Centre Structure Plan, that Transport for NSW and the NSW Department of Planning and Environment re-visit the hierarchy of Centres identified, to reflect any influence by the SWRL Extension.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in determining the impact of dwelling densities reflect any influence by the SWRL Extension, particularly in proximity to stations located at Rossmore, Maryland, Oran Park etc.
- Need for a strategy to address potentially problematic issues such as proposed higher density development in key centres, before the rail line is constructed. A strategy is needed to determine how the orderly rate of development may be managed to mitigate any adverse urban planning outcomes, whether temporary or permanent.
- A concurrent approach in the development of a strategy to realise any potential derived from the subsequent sale or re-development of residual land.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW work collaboratively with the NSW Department of Planning and Environment, in determining options for a staged approach to rail line construction concurrent with precinct release in the South West Growth Centre.
- As part of the further investigation into an extension of the South West Rail Link, that Transport for NSW develop a thorough cost benefit analysis for the proposed project, and that this information be made publicly available as part of a subsequent consultations stage with affected stakeholders.





## Transport for NSW's Recommended Corridor: Leppington to Bringelly



### Key Issues for Council

- Y-link connection between Rossmore and Maryland stations

### Implications & Opportunities

- Council notes the recommended corridor provides no direct link between the proposed Rossmore and Maryland stations. This omission prohibits an efficient rail service from areas such as Narellan, Oran Park and Maryland, in not providing a direct connection ultimately to the East Hills line (via Glenfield). Commuters from these areas travelling to the City would need to continue to Bringelly and change trains to make such a journey.

By identifying a 'Y-link' alignment between Rossmore and Maryland as part of the current corridor preservation project, Transport for NSW will 'future-proof' the South West Rail Link corridor, promoting an efficient and effective rail network in South-Western Sydney.

It is noted that submissions have been made to consider a more northerly corridor between Leppington and Bringelly that seeks to reduce severance issues.

### Recommendations

*Council recommends the following activities be undertaken:*



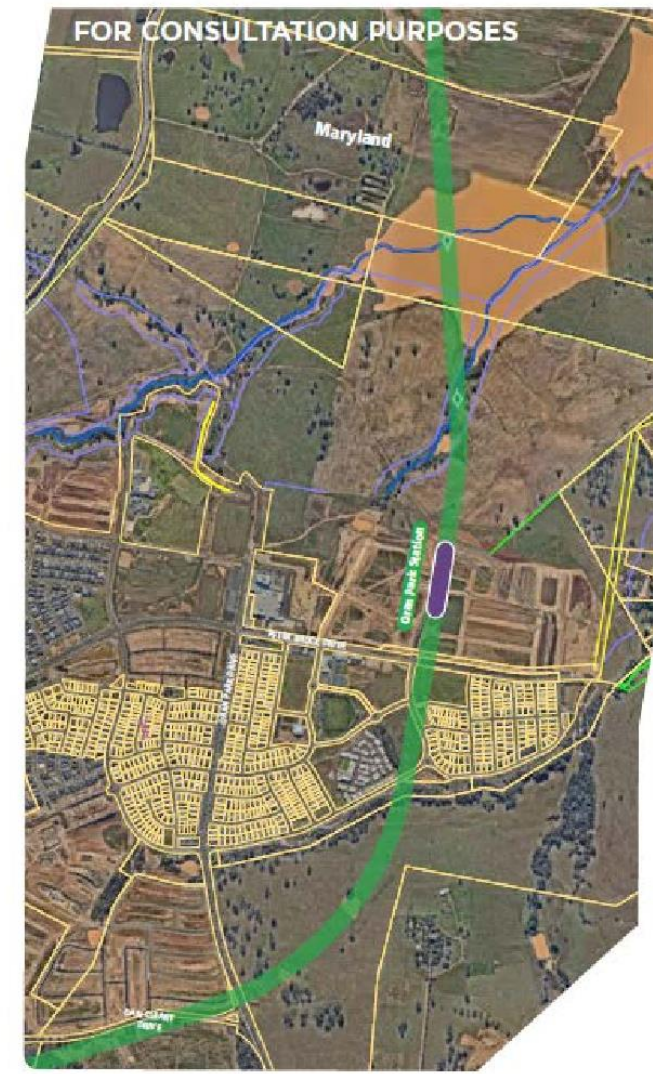
- Transport for NSW consider identifying an additional 'Y-link' corridor connection between the proposed Rossmore and Maryland stations, to enable efficient future operational network capacity between Oran Park/Narellan and the City, while limiting any adverse impact on property owners in doing so.

### Transport for NSW's Recommended Corridor: Bringelly to Narellan



Camden Council Submission – South West Rail Link Extension (July 2015)





Camden Council Submission – South West Rail Link Extension (July 2015)



#### Key Issues for Council

- Underground link to Oran Park Town Centre with options through to Narellan
- Catherine Fields (Part) Precinct (South)
- Two stage option for Bringelly to Narellan
- Connection to Narellan Town Centre
- Narellan Sporting Precinct - masterplanned development of sporting precinct on western side of The Northern Road, Narellan
- Heritage items within the proposed SWRL Extension corridor

Camden Council Submission – South West Rail Link Extension (July 2015)



- Environmentally significant issues within the proposed SWRL Extension corridor

### Implications & Opportunities

- In a precinct projected to accommodate over 7,000 dwellings, Oran Park Town Centre will be comprised of major facilities including schools, leisure centre, large retail centre, health facilities and open space areas. An integral part of this planning will be the future Civic precinct, which will include Council's new Administration Centre.

To date, a significant amount of development has occurred (with more planned and in progress), including a cross-section of residential development types, a retail centre, schools, and churches. Council has also recently commenced construction on its new Administration Building, scheduled for completion in 2016. The extent of masterplanning would require a considerable investment on the part of the developer and Council by way of any subsequent amendments resulting from an 'at-grade' corridor.

Council has received a considerable number of representations from residents, community groups, the business sector, not-for-profit organisations; all of whom have expressed their concern as to the proposed 'at-grade' corridor alignment. Beyond the individual issues identified, the recurring points of concern relate to the degree of uncertainty generated by Transport for NSW's current proposal regarding the recommended corridor.

Council recommends part of the corridor alignment identified between Leppington and Oran Park needs to be reconsidered, particularly to avoid the major farm dams which provide significant flood management benefits to downstream areas of the upper South Creek Catchment, while also needing to avoid the recently approved extension to the Anglicare Retirement Facility.

Given the pivotal role of the Oran Park Town Centre in the South West Growth Centre into the future, access to the centre, particularly by public transport, will have a significant influence as to its level of success from an urban planning perspective. However, the current proposal of an 'at-grade' corridor will likely have significant adverse impact on a considerable number of stakeholders. Such an approach may unwittingly divide a community, in a literal sense, by creating a physical barrier between integral parts of the community. In this regard, to avoid such outcomes, undergrounding of the corridor through the Oran Park, Harrington Park, Harrington Grove (with options through to Narellan) precincts is strongly recommended.





In addition to the previous points regarding the Oran Park to Narellan section, it is noteworthy that an underground line is likely to lessen the visible impact it would have to the areas between Oran Park and Narellan (i.e. Harrington Park). If there is a visible rail line then community impact and attitudes of who lives over what side of the rail line determines class structures, impact on house prices, threat of anti-social behaviour around visible train lines.

In view of the significant cutting required, particularly for the Wildfire Development located in Harrington Grove, it is expected that the cost implications for the above ground route would be substantial. In this regard, it is expected that a robust financial analysis would be undertaken to confirm these costs. These would also need to be considered against the significant issues around the impact of residents and the broader community.

- The Catherine Fields (part) Precinct (South) is a released and rezoned precinct, with the developer currently preparing to submit subdivision applications on site. The proposed rail corridor alignment south from Oran Park Station, enters the northern boundary of the precinct and curves to the west towards Harrington Grove. The proposed 60-metre corridor would dissect a corner portion of R2 zoned land on the north western corner from the remainder of the precinct.

The dissection of this Precinct corner has the potential to sever the planned road and pedestrian connections with the remainder of Catherine Fields (Part) Precinct (South), which in turn would reduce permeability and lead to less favourable urban design outcomes. Detailed consideration is sought on how these challenges may be overcome. In addition, the proposed corridor is identified to pass across a proposed primary school on the Catherine Fields (Part) Precinct (South) Indicative Layout Plan (ILP).

It should also be noted that, whilst the currently exhibited recommended rail corridor is yet to be determined (i.e. whether the alignment is to be surfaced or undergrounded), the master planning and delivery of this precinct is likely to be delayed due to required changes to land-uses and road and servicing networks. These may also prove to be abortive should the alignment be amended. The delay and uncertainty resulting from the identification, but not the determination of the rail corridor alignment may therefore have adverse impacts on the land supply in the South West Growth Centre (this concern also applies to development in Oran Park).

In addition, as the corridor exits the Precinct into Harrington Grove it does so adjacent to the road junction of Oran Park Drive, Dan Cleary Drive and the central east/west road planned for the Precinct. Further detailed consideration should be given to the relationship of this junction with the corridor alignment and any potential crossing point which may be required.





- Notwithstanding the recommended corridor alignment for the SWRL Extension, Council notes for the consideration of Transport for NSW, a two staged approach for construction of the future rail line.

Stage One would involve a phased construction between Bringelly and Narellan, aligned with future precinct release sequencing in the South West Growth Centre (as expanded further upon, elsewhere in this submission). A critical consideration of Stage One would be the urgent advancement by the NSW Government toward construction of the Spring Farm Link Road. With a statement made by the NSW Premier, the Hon. Mike Baird MP, on 11 March 2015 acknowledging the importance of the Spring Farm Link Road (between Narellan and Campbelltown), and its advancement in planning within 12 months of that date, construction of the road connection must be a priority immediately thereafter.

Stage Two of the SWRL Extension, from Narellan to the 'T2 South Line', should be located underground, given the extent of urban development through areas such as Narellan and Spring Farm. A staged approach to construction may support a benefit/cost analysis of the SWRL Extension, while future proofing a corridor.

- Further to the issues identified for the Oran Park Town Centre, Narellan Town Centre is similar in that any disconnection between the Centre and a future station may result in poor urban and transport planning outcomes. It is noted that Narellan may also assume origin/destination status, resulting in a need for supporting infrastructure such as 'park-and-ride' facilities. In this regard, Council strongly recommends that the Narellan station precinct is the subject of masterplanning through the corridor preservation process.
- Council is currently in the advanced stages of developing a masterplan for a major (regional) sporting precinct at Narellan, located on the western side of The Northern Road, between Porrende Street (to the south) and Narellan Creek (to the north). This masterplanned facility will host a range of different sports, such as netball and athletics, combined with existing use (hockey and rugby league), to serve as a regional precinct beyond the Camden Local Government Area.

In addition to the masterplanning process, Council has also commissioned an economic analysis report, which will in part, identify the projected positive economic impacts the Narellan sporting precinct will have on the region. This information will also support Councils submission for '*National Stronger Regions Funding*', highlighting the significance of the anticipated level of economic activity for the Camden Local Government Area.



The current proposed alignment of the corridor preservation inhibits the Narellan Sporting Precincts capacity to function as a major sporting precinct, in that it reduces the extent of masterplanned facilities which can be accommodated on the site. In this regard, a reduced corridor width to 40 metres through the Narellan Sporting Precinct is strongly recommended, to mitigate any adverse impacts.

- Through identifying the recommended alignment of a SWRL Extension corridor, any heritage listed items (as noted in 'Camden Local Environmental Plan 2010', and 'Camden Development Control Plan 2011') should be taken into account. Examples are noted as follows:
  - Orielton Homestead - the corridor is within the State Heritage Curtilage and may affect identified European buildings and archaeology, as well as its setting and views.
  - Oran Park House - the corridor is very close to the State Heritage Curtilage and affects the nominated single storey dwellings areas which abut the curtilage, and are planned as a buffer to the curtilage.
  - Ben Linden House is a local heritage item at 1311 Camden Valley Way, Narellan. The Narellan railway station will be on the opposite side of the road from this relatively small house.
  - View corridors of The Northern Rd and Bringelly Rd are identified as Cultural Landscapes in Table B5 of the *Camden DCP 2011* – although these roads are undergoing widening, this matter needs consideration.
  - It appears that the heritage items unaffected are: Rossmore School (item 138), Allenby (item 139) and 1186 The Northern Rd (item 2), as referenced in *Camden DCP 2011*.
  - The railway corridor and its associated infrastructure, which is approximately 60m wide, has the potential to have significant impact on the settings of the above items, and with Orielton, the heritage fabric itself. This impact must be considered and mitigated as far as possible.
  - Orielton and Oran Park House form part of masterplanned precincts for which many heritage reports have been prepared analysing their heritage significance. These should be considered in any assessment.
- The recommended corridor traverses a number of currently unsewered properties. During the property acquisition phase of the existing SWRL, a number of problems were encountered where dwellings became separated from their effluent disposal areas. For example on Byron Road



and Bringelly Road, a number of long parcels of land with a dwelling at the front and effluent disposal area at the rear, have the rail line running through the middle of the property. The acquisition undertaken only included the land that was required for the rail line, leaving the owners with their dwellings at the front of the property and insufficient land for effluent disposal. To reduce the chances of a repeat situation, as part of a land acquisition strategy for the recommended corridor, all of the affected property should be acquired except where it is clear that there will be sufficient land left for effluent disposal (e.g. larger lots with little impact from the proposed corridor, or farming land used for dairy/grazing operations).

A conservative estimate of how much undeveloped land would be required for effluent disposal would be in the order of 4,000m<sup>2</sup>. An area of this size will have sufficient space to allow for the required setbacks and buffer distances (from houses, sheds, pools, driveways, adjacent property boundaries, dams, watercourses and the like), and provide a reserve area should the effluent disposal area fail and a new system need to be installed.

As a result of the recommended SWRL Extension Corridor, a total of 14.0 ha of *Cumberland Plain Woodland* (CPW), 3.6 ha of CPW /part CPW *Derived Native Grassland*, 0.5 ha of *River-flat Eucalypt Forest* and 0.5 ha of *Swamp Oak Floodplain Forest* will be lost. Details of the location and background of the loss of remnant vegetation is provided as follows, with recommendations provided on further surveys, approvals and offsetting considerations.

- Within the South West Growth Centre, for the major part, the recommended corridor travels through open pasture and a small number of associated dwellings on mostly rural residential lots. It also passes through residential and business areas currently being constructed at Oran Park and across the South Creek riparian corridor. Most of the recommended corridor through the South West Growth Centre is biodiversity certified, except where the corridor crosses South Creek which is non-certified.
- The proposed corridor passes through several large "Existing Native Vegetation" areas identified in the draft South West Growth Centres Conservation Plan and in biodiversity certified areas near the Rossmore Stabling Yards and Oran Park. It is estimated that approximately 9.0 ha of the Critically Endangered Ecological Community (CEEC) *Cumberland Plain Woodland* will be lost near the Rossmore Stabling Yards and 0.5 ha of the EEC *Swamp Oak Floodplain Forest* will be lost at Oran Park.
- Approximately 3.5 ha of the CEEC CPW and 0.5 ha of the EEC *River-flat Eucalypt Forest* will be lost at the non-certified area on South Creek (Rossmore). This remnant vegetation is identified as "Existing Native Vegetation Area".



- Under the Order to Confer Biodiversity Certification on the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, a minimum of 2,000 ha of “Existing Native Vegetation” must be retained and protected within the South West Growth Centres. Where “Existing Native Vegetation” is cleared in non-certified areas for essential infrastructure proposals, such clearing of vegetation must be offset by a range of matters set out in Section 8 of the Order to Confer Biodiversity Certification including demonstration by way of information provided during the public exhibition of a precinct plan. While there is no precinct plan being presented as part of this consultation, Transport for NSW should demonstrate how the loss of Existing Native Vegetation in non-certified areas will be offset as per Section 8.
- In addition to the “Existing Native Vegetation” a considerable number of remnant trees outside “existing Native Vegetation Areas” will be lost, although this has not been quantified.
- The major impact on native vegetation outside the South West Growth Centre occurs in the north western area of Harrington Park (Harrington Grove East), where the proposed rail corridor cuts through the ‘Harrington Grove East Bushland Conservation Area’. This area along with bushland in Harrington Grove West and Mater Dei forms part of the only ‘Priority Conservation Lands’ in the Camden Local Government Area under the ‘Cumberland Plain Recovery Plan’. ‘Priority Conservation Lands’ are identified as lands that represent the best remaining opportunities and regional priorities in the Cumberland Plain to secure long term biodiversity benefits for the lowest possible cost. This bushland corridor forms part of the Harrington – Wivenhoe Regional Biodiversity Corridor under the Local Biodiversity Strategy for Camden local government area.
- The remnant bushland at Harrington Grove East is contained within the development area referred to as Precinct J. It is estimated that approximately 1.5 ha of the *CEEC CPW* will be destroyed and 3.6 ha of the *CEEC CPW / CPW part Derived Native Grassland* will be destroyed as a result of the proposed rail corridor. Most of this vegetation is on Community Title Land (less than 10% occurs on Council Community Land) and is identified for conservation purposes and on-site vegetation offsets as part of the overall development of the Harrington Grove Release Area.
- Development application 367/2014 was approved in December 2014 including the requirement that: *The recommendation of the report “Harrington Grove, Precinct J – Ecological Report” dated 1 May 2014 are to be complied with.* This included bush regeneration



works being undertaken in accordance with the Conservation Management Plan.

- An environmental approval under the Commonwealth's *Environmental Protection and Biodiversity Conservation Act 1999* was issued on 24 June 2010, by the Department of Sustainability, Environment, Water, Population and Communities (now Department of Environment (DOE)). DOE sought an environmental outcome for Precinct J that consolidated the Cumberland Plain Woodland within a single management and tenure agreement, which is to be offset by allowing a greater concentration of residential development within a defined 'development footprint.
- The destruction of CPW vegetation in the rail corridor will require the consideration of offsite/offsetting of Cumberland Plain Woodland. Additionally, approval under the *Environmental Protection and Conservation Act 1999* should be obtained.
- The recommended rail corridor in Harrington Grove East passes in close proximity (40 to 150 metres) to two populations of the nationally and NSW listed Endangered flora species *Pimelia Spicata* and the NSW Endangered fauna species *Meridolum corneovirens* (Cumberland Land Snail). Ecological Australia in its ecological study for Precinct J has identified the remnant vegetation is likely to provide habitat for Nationally and NSW listed Vulnerable species *Pteropus poliocephalus* (Grey Headed Flying-Fox) and potential habitat for five (5) NSW listed threatened Microbat species and one Nationally listed Microbat species. These include *Falsistrellus tasmaniensis* (Eastern False Pipistrelle), *Miniopterus schreibersii oceanensis* (Eastern Bent-wing Bat), *Mormopterus norfolkensis* (East Coast Freetail Bat), *Myotis macropus* (Southern Myotis), *Scoteanax ruepelli* (Greater Broad-nosed Bat) and *Chalinolobus dwyeri* (Large-eared Bat). These species will occupy dry sclerophyll forest and open woodland for varying reasons, such as either utilising tree hollows or loose bark to roost for shelter or foraging above and below the tree canopy on small insects. A fauna survey including a Microbat survey should be undertaken to determine the presence and impact on fauna in Harrington Grove East Precinct J.
- It is estimated that an approximate area of 0.5 ha of the EEC Swamp Oak Floodplain Forest will be lost where the recommended rail corridor crosses the Narellan Creek.





### Recommendations

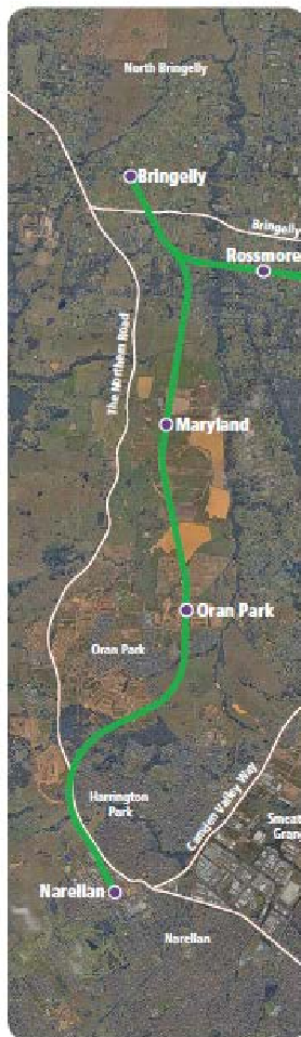
*Council recommends the following activities be undertaken:*

- There currently exists a potential opportunity for achieving a functional Oran Park Town Centre, integrating communities within walking distance of a transit node that provides a range of residential, commercial, open space and public opportunities. To realise this opportunity, Council strongly recommends the undergrounding of the rail line and station through the already urban developed sections of the recommended corridor from Bringelly to Narellan (to the extent of already planned/developed areas from Oran Park to Narellan). Further, Council recommends part of the corridor alignment identified, needs to be reconsidered to avoid the major farm dams which provide significant flood management benefits to downstream areas of the upper South Creek Catchment, while also needing to avoid the recently approved extension to the Anglicare Retirement Facility.
- Transport for NSW, in consultation with affected property owners and Council, further investigate the implications of the recommended corridor for the Catherine Fields (part) Precinct (South), and in doing so incorporate the points raised in Council's submission in any amendment to the recommended corridor.
- Transport for NSW consider a two staged approach to the SWRL Extension, while preserving the recommended corridor in its entirety (including an underground option between Narellan and the 'T2 South Line'). As part of this staged planning approach, the project brief should be expanded to include concept planning, EIS (and the like) for a future Spring Farm Link Road, to support integrated transport planning outcomes in South-Western Sydney.
- The SWRL Extension, and particularly a future station at Narellan, has the potential to support well designed development in promoting the quality of existing centres. To achieve this potential, location of the future station is crucial. It is recommended that further consultation by Transport for NSW with Council and key stakeholders occurs, to facilitate a masterplanned approach to the station precinct.
- In light of the extensive planning to date for the Narellan Sporting Precinct, Council would advocate further dialogue with Transport for NSW in seeking a viable solution regarding the proposed alignment and corridor width through the Narellan Sporting Precinct.
- In preserving the corridor alignment, and any 'Review of Environmental Factors', that Council is consulted on heritage-related matters in contributing toward the project.



- In preserving the corridor alignment, and any 'Review of Environmental Factors', that Transport for NSW undertake appropriate studies to determine the impact of the recommended corridor, and that Council is consulted on environmental-related matters in contributing toward the project.

## Transport for NSW's Recommended Corridor: Station Locations



### Key Issues for Council

- Rossmore Station
- Maryland Station
- Oran Park Station
- Narellan Station

### Implications & Opportunities

- A number of residents from the Rossmore area attended the Council Meeting of 23 June 2015 (and tabled petitions at the Council Meetings of 14 and 28 July 2015), to address Councillors in regard to the SWRL Extension corridor preservation. Copies of the petitions tabled have been forwarded by Council to Transport for NSW under separate cover. In their meeting address, the residents noted their initial engagement with Transport NSW occurred in June 2015. That being, they had not received any communication as part of the June 2014 consultation. The issues they raised included the potential impact on their property, including recently constructed dwellings, and the possible limited alignment with public land/road corridors utilised by Transport for NSW, in planning for the corridor alignment.



One of the key concerns raised in their petition related to the severance of properties. Based on an alignment of the recommended corridor, a number of properties were severed through the middle, resulting in residual parcels severely constrained with limited potential use. In this regard, the petitioners requested that a corridor alignment be either to the front or rear of property boundaries, to facilitate a usable residual portion of the impacted properties, and that consideration be given for the use of public land at Rossmore for Rossmore station.

In addition to the issues raised by the aforementioned Rossmore residents, Council also notes the need for a masterplanned approach to identifying the future station at Rossmore. At a recent presentation, Transport for NSW officers noted the Rossmore Station would be located in a considerable degree of 'cut'. To ensure an integrated planning outcome, a masterplan of the Rossmore station precinct would ensure critical elements such as commuter car parking, are adequately planned for.

- The inclusion of the proposed additional Maryland train station from the earlier consultation is a welcome addition to the proposed SWRL Extension. The Maryland Precinct stands within the South West Growth Centre and is identified for significant housing growth, however is yet to be released and rezoned. This presents an excellent opportunity to identify the rail corridor alignment before masterplanning and development, enabling the train station to be integrated into the design of the development from the outset.

Council acknowledges the considered spacing of Maryland station (relative to the Bringelly and Oran Park stations), and the notation of Transport for NSW that it presents an opportunity for a park and ride facility. In regard to the latter, Council notes the need for a masterplanned approach to ensure critical elements such as commuter car parking, are adequately planned for. In light of the proposed Lowes Creek/Maryland PAP currently under assessment by the Department of Planning & Environment, a coordinated approach would facilitate integrated land use and transport planning outcomes for the area.

- The indicative Station locations situated within the Oran Park Town Centre is generally supported. A town centre location for this station ensures the full benefits of this key piece of infrastructure is recognised and integrated into future precinct planning. The location provides for walkable access to these main service centres which are currently expanding. This in turn creates opportunities for transport hubs with intermodal options such as buses and park and ride facilities.
- The indicative Station locations situated in proximity to the Narellan centre are generally supported. As mentioned previously, Town Centre locations



ensure the full benefits of key infrastructure are recognised and integrated into future precinct planning. One site of note in proximity of the station/recommended corridor for further consideration is the former service station and fuel depot at 31 The Old Northern Road, Narellan (Lot 456 DP787032 - bound by Campbell Street, Kirkham Street and The Old Northern Road). There is a contaminated groundwater plume at this site and Council has received a Site Audit Statement for the site that prohibits basements due to hydrocarbon contamination.

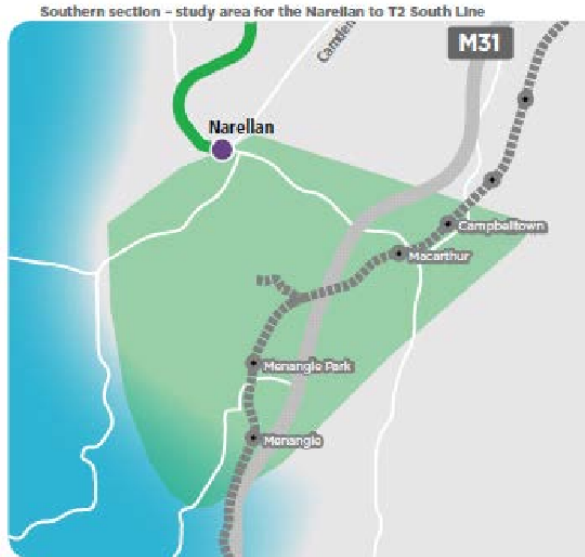
### Recommendations

*Council recommends the following activities be undertaken:*

- Transport for NSW engages with directly impacted residents from the Rossmore area, and negotiate further as to the opportunities available in limiting the potential of severing properties through the middle. Following this engagement Transport for NSW shall prepare and exhibit a Masterplan for the Rossmore station precinct, in conjunction with the Department of Planning & Environment and Camden Council.
- Transport for NSW prepare and exhibit a Masterplan for the Maryland station, Oran Park station and Narellan station precincts, in conjunction with the Department of Planning & Environment and Camden Council.



## Southern Section: Study Area for the Narellan to T2 South Line



### Key Issues for Council

- Potential connection to 'T2 South Line' (i.e. Campbelltown/Macarthur)
- Future freight rail connections between the 'Southern Sydney Freight Line' and the future Western Sydney Airport.

### Implications & Opportunities

- As Transport for NSW would be aware, the issue of functional east/west connections between the centres of Camden/Narellan and Campbelltown/Macarthur continue as an infrastructure issue for discussion. Notwithstanding the NSW Government's commitment to the upgrading of Narellan Road, investigation into the broader regional transport network (e.g. Spring Farm Link Road) remains a challenge for all tiers of Government. The opportunity of connecting the SWRL Extension to the 'T2 South Line' is an option that requires detailed investigation with a view to preserving a corridor as part of the current process. It is important to note that any such corridor to the 'T2 South Line' should be underground.

The further investigation of the extension of the rail link past Narellan to link in with the 'T2 South Line' is encouraged, as this link would provide excellent east/west connectivity between the existing service and employment centre of Campbelltown/Macarthur and enable broader





network synergies. It would link this strategic centre, which includes the University of Western Sydney and TAFE NSW campuses, with the rapidly expanding residential population of Oran Park, the existing population of Narellan and employment opportunities at Western Sydney Airport and the Western Sydney Employment Area.

This additional connection may also present benefits linked with the Greater Macarthur Investigation Area, which should be identified and placed within the public domain. This additional connection is considered to ensure the rapidly growing residential population in the South West Growth Area will be able to flourish in a more integrated and sustainable way, supporting people to live, work and access facilities and education by providing an alternative to the private car.

- Further to the workshop conducted by Transport for NSW at Camden, for Council officers on 16 June 2015, it was noted at this meeting that the SWRL Extension would not be used for the purpose of transporting freight via heavy rail. In this regard, it was noted by Transport for NSW that an alternate corridor would be identified for the purposes of future freight rail connections between the Southern Sydney Freight Line and the future Western Sydney Airport.

### Recommendations

*Council recommends the following activities be undertaken:*

- As part of the SWRL Extension corridor preservation project, further detailed investigation into an underground connection of a rail line between Narellan and the 'T2 South Line' should be explored, involving direct consultation with Council, and potentially affected stakeholders. For example, existing rail infrastructure at Glenlee may provide an opportunity for a future rail link.
- As part of the current investigation of the SWRL Extension and Outer Sydney Orbital corridor preservation project, Transport for NSW broaden the project scope to include a future freight rail corridor between the Southern Freight Rail Line and the future Western Sydney Airport. Note, it is acknowledged that part of this future freight rail corridor may be encapsulated in a multi-modal Outer Sydney Orbital. However, certainty is required as to whether this is the case, and if so, that a corridor linkage is identified between the Outer Sydney Orbital and the Western Sydney Airport site at Badgerys Creek.



## Northern Section: Bringelly to the T1 Western Line



*\*Additional station opportunities will be explored.*

### Key Issues for Council

- Sydney's second airport at Badgerys Creek.

### Implications & Opportunities

- On several occasions, dating back to 1996, Council has resolved to oppose a second Sydney airport located at Badgerys Creek and/or in the Sydney basin. The locating of an airport at Badgerys Creek remains a significant concern for Council, including the associated environmental, social and health issues. This concern applies to any associated supporting infrastructure, including the SWRL Extension.

### Recommendations

*Council recommends the following activities be undertaken:*

- Notwithstanding Council's opposition to a second Sydney airport at Badgerys Creek (or in the Sydney Basin), there remains a significant role for the SWRL Extension connecting to an airport, as well as the Broader Western Sydney Employment Area (and the Western Line). Focus on preserving a public transport corridor for these connections should continue.

Re: Ordinance 10 - Camden Council Meeting - 28<sup>th</sup> July 2015

Greeting

Madam Mayor, Respected Councilors and Council Officers, Ladies and Gentleman, Good Evening!

I address you on behalf of our Rossmore Action Group, comprising residents of Allenby Road and McCann Road Rossmore and refer to your Draft Submission relating to the preservation of the rail corridor – specifically that section between Rossmore Stabling Yards and its junction with the Bringelly-Narellan line.

Introduction

Quoting from the Executive Summary of Council's Draft Submission on Page 3 it is clear that the Council desires that **"adverse effects are limited as much as possible and that alternatives are thoroughly explored"**. We couldn't agree more with that! However, for alternatives to be explored, they first need to be considered for which they need to be clearly canvassed so as to draw the attention of NSW Transport.

It is with this in mind that we seek Council's Draft Submission go a little further than it has in relation to just two aspects.

Amendment 1

May I draw your attention to Page 13 of the Draft submission ... Council correctly identifies that significant cost implications can be minimized by re-aligning the Rail Preservation Corridor. The point is well-made that factors that ought to be given regard include:

1. Shortening the track – which would reduce operating costs.
2. Minimizing the number of land and property acquisitions
3. Avoiding numerous road crossing points

Council has taken the trouble to make special mention of how these factors need be applied with respect to major farm dams. We request that Council also specify the application of these factors to the alignment of the Corridor between Rossmore Stabling Yards and the junction with the Bringelly-Narellan line. In earlier representations made to Council, we have clearly demonstrated that these factors have been the reasoning behind our proposed Alternative Route A. Council has indeed made copies of our re-constructed map so as to enable scrutiny of this Alternative Route as well as our simple yet obvious Table of Analysis.

1. Alternative Route A shortens the line by roughly 1 km – saving on significant construction costs as well as maintenance costs.
2. Alternative Route A affects 4 less privately owned land holdings – saving on acquisition costs and disturbance to fewer residents.
3. Alternative Route A provides for 3 less road crossing points– saving a lot of tax-payer dollars on construction costs and maintenance costs.

Our Alternative Route A ticks all three boxes with respect to the factors highlighted in the Council Submission. Therefore, in the spirit of the beautifully worded preamble to the Draft Submission on

page 297 of this evening's Business Paper, in which Council recommends that Transport for NSW negotiate further opportunities, we humbly submit that our Reconstructed Map and Analysis Table identifying the Alternative Route A deserves inclusion under 'Implications and Opportunities' on page 11 of the Draft Submission.

#### Amendment 2

May I now draw your attention to **page 298 of tonight's Business Paper** in which the preamble to Council's Draft Submission speaks to maximizing the use of existing public land.

Consequently, we request that Council enhance its submission with respect to Train **Station Locations on page 27 of its Submission under 'Implications and Opportunities'** by clearly naming the approximate 15 acres of Rossmore Park as the only public land suitable for the infrastructure of Rossmore Station and adjoining car-parking and bus terminus.

#### Conclusion

In closing, the residents of Rossmore Action Group would like to thank Madam Mayor, all Councilors, particularly those of our North Ward, David Bligh and Peter Sidgreaves, as well as Council Officers for the time and trouble they have gone to in considering our concerns over the past few weeks.

We stress that our interests and those of Council are consistent with one another. The inclusion of our Alternative Route A, as well as specifically directing attention to Rossmore Park as available publicly owned land will enhance Council's Submission by making it more complete and is fitting in terms of making the process of Local Council Representation in the consultation process more meaningful so as to ensure that NSW Transport finally gets the corridor right.

Salman Cameron

On behalf of

Rossmore Action Group





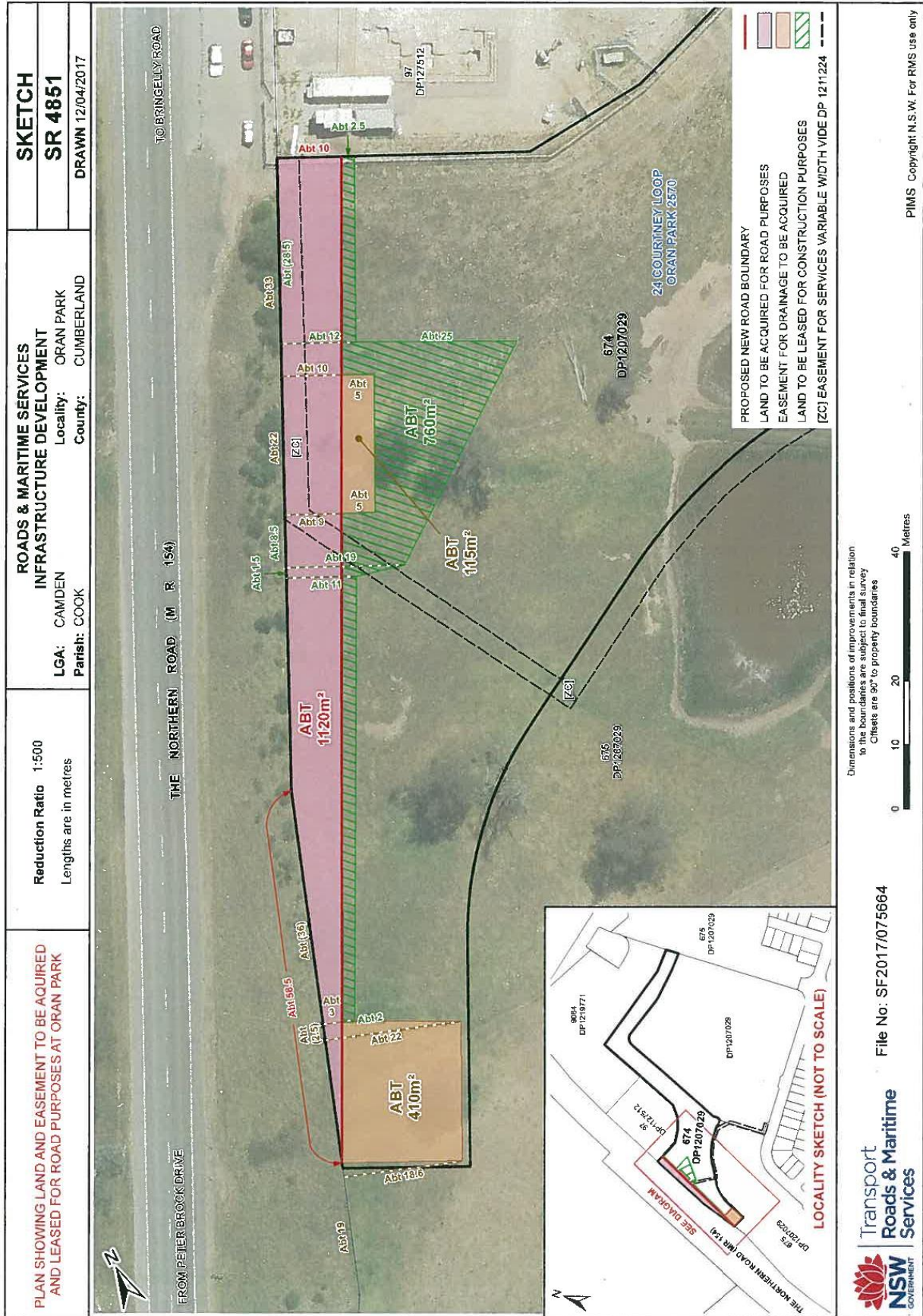


SUBMISSION NO.	DOES THE SUBMISSION SUPPORT THE PROPOSED CORRIDOR?	VISUAL AMENITY / LANDSCAPE / VIEWS	NOISE / VIBRATION	ENVIRONMENTAL	IMPACT ON FAUNA	BIODIVERSITY / BIOBANKING	AIR QUALITY / POLLUTION	HEALTH	FLOODING	HERITAGE	TRAFFIC / ROADS / ACCESS	LAND / HOUSE VALUES	COMPENSATION	TIMING OF ACQUISITION	ACQUISITION OF LAND OUTSIDE CORRIDOR	AGRICULTURE / RURAL USES	AVOIDS UNIVERSITY LANDS	RURAL CHARACTER	CHARACTER OF COBBITTY	CHARACTER OF CAMDEN	CHARACTER OF ELLIS LANE / GRASMERE	SOCIAL / COMMUNITY IMPACT	MINE SUBSIDENCE	UNDERGROUND / TUNNELING OF CORRIDOR	MOVE CORRIDOR WEST	INADEQUATE CONSULTATION	INSUFFICIENT INFORMATION	RECENT DA APPROVAL	SEEKING COUNCIL SUPPORT	
1	NO	X		X	X	X				X						X		X						X					X	
2	NO									X									X			X								
3	NO	X	X								X	X								X						X	X	X	X	
4	NO	X	X	X	X	X	X	X	X	X								X	X	X		X				X	X			X
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6	NO			X	X	X	X	X		X									X											
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8	NO	X		X	X	X				X		X							X			X				X				X
9	NO			X	X	X	X	X		X								X				X				X				
10	NO	X	X	X	X	X	X	X			X											X								
11	NO	X	X	X	X	X	X	X		X	X					X										X				
12	NO	X								X						X		X	X			X								
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14	NO	X	X						X	X	X									X										
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16	NO	X	X	X						X		X	X	X	X				X			X								
17	NO		X	X	X	X	X	X	X			X	X	X	X		X								X					
18	NO	X	X	X	X	X	X	X	X	X	X								X	X						X	X			
19	NO	X	X	X	X	X	X	X		X	X					X										X				
20	NO	X	X	X	X	X	X	X										X	X											
21	NO	X		X			X			X					X											X	X			
22	NO	X					X	X	X	X		X				X		X	X			X				X				
23	NO	X		X	X	X				X								X	X			X								
24	NO		X				X	X	X	X	X	X		X							X				X	X				
25	NO															X		X				X								X
26	NO	X	X	X	X	X	X	X	X		X															X				
27	NO		X				X	X																	X					
28	NO											X	X		X			X		X	X									
29	NO		X	X	X	X	X	X	X	X	X							X				X				X	X			
30	NO	X	X	X										X		X		X												
31	NO	X	X	X			X	X	X									X		X	X									
32	NO	X	X	X	X	X	X	X	X	X		X	X			X		X	X	X	X	X								
33	NO	X	X	X	X	X	X	X	X			X	X		X										X		X			
34	NO	X	X	X	X	X	X	X												X		X								
35	NO			X			X									X		X								X	X			
36	NO	X	X	X	X	X	X	X	X	X		X	X			X		X	X	X	X	X								

SUBMISSION NO.	DOES THE SUBMISSION SUPPORT THE PROPOSED CORRIDOR?	VISUAL AMENITY / LANDSCAPE / VIEWS	NOISE / VIBRATION	ENVIRONMENTAL	IMPACT ON FAUNA	BIODIVERSITY / BIOBANKING	AIR QUALITY / POLLUTION	HEALTH	FLOODING	HERITAGE	TRAFFIC / ROADS / ACCESS	LAND / HOUSE VALUES	COMPENSATION	TIMING OF ACQUISITION	ACQUISITION OF LAND OUTSIDE CORRIDOR	AGRICULTURE / RURAL USES	AVOIDS UNIVERSITY LANDS	RURAL CHARACTER	CHARACTER OF COBBITTY	CHARACTER OF CAMDEN	CHARACTER OF ELLIS LANE / GRASMERE	SOCIAL / COMMUNITY IMPACT	MINE SUBSIDENCE	UNDERGROUND / TUNNELING OF CORRIDOR	MOVE CORRIDOR WEST	INADEQUATE CONSULTATION	INSUFFICIENT INFORMATION	RECENT DA APPROVAL	SEEKING COUNCIL SUPPORT	
37	NO	X		X	X	X	X	X													X									
38	NO	X	X	X	X	X		X							X			X		X										
39	NO	X						X	X			X																		
40	NO	X											X		X	X	X	X	X											
41	NO	X	X	X	X	X	X			X									X											
42	NO	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X								
43	NO	X	X	X	X	X	X	X	X	X		X	X	X							X					X				
44	YES										X																			
45	NO	X	X		X	X	X	X	X										X	X						X				
46	NO	X	X		X	X	X	X	X										X	X						X				
47	NO		X				X	X								X		X												
48	NO	X		X	X					X						X			X											
49	NO			X	X	X	X	X	X							X					X						X	X		
50	NO						X			X									X							X	X			
51	NO									X									X											X
52	NO											X				X	X	X									X	X		X
53	NO								X	X	X						X	X	X						X	X	X			
54	NO	X							X			X															X		X	
55	NO									X								X	X	X										
56	NO	X	X	X	X	X	X	X	X	X	X			X		X		X	X	X							X	X		
57	NO									X																				
58	NO	X	X	X	X	X	X	X				X	X	X												X				
59	NO																									X				
60	NO																									X				
61	NO	X	X		X		X	X	X			X	X				X		X		X									
62	NO	X					X	X		X		X	X	X		X		X		X	X		X			X				
63	NO	X								X								X	X											
64	NO		X									X																		
65	NO	X	X	X	X	X	X		X	X		X							X											
66	NO						X	X																						X
67	NO									X	X								X							X				
68	NO	X		X	X	X	X		X																	X				
69	NO	X	X	X					X																					
70	NO			X	X	X	X		X							X													X	
71	NO	X	X	X	X	X	X	X	X	X		X	X					X	X	X		X			X					
72	NO		X	X			X	X																		X				

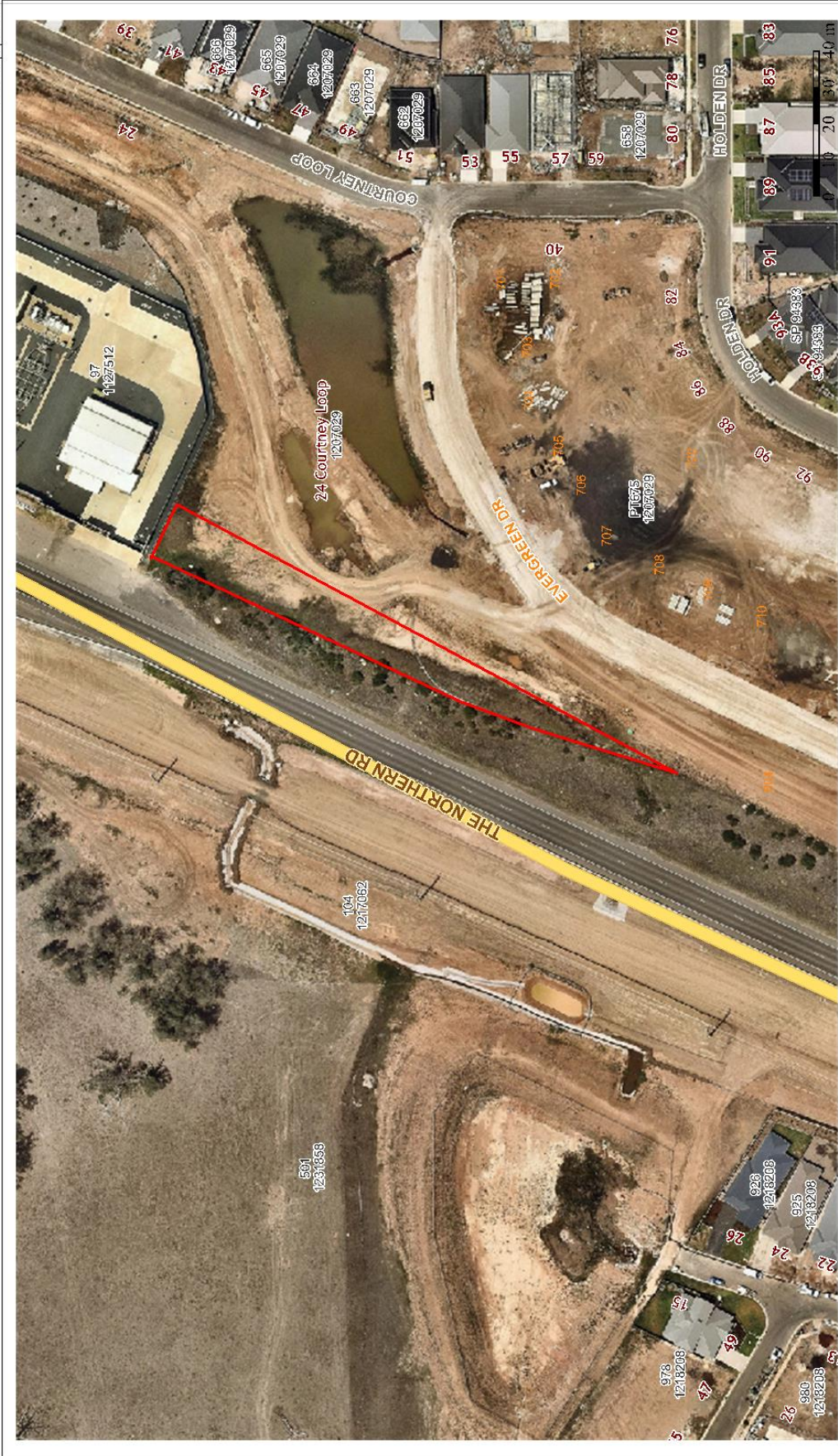
SUBMISSION NO.	DOES THE SUBMISSION SUPPORT THE PROPOSED CORRIDOR?	VISUAL AMENITY / LANDSCAPE / VIEWS	NOISE / VIBRATION	ENVIRONMENTAL	IMPACT ON FAUNA	BIODIVERSITY / BIOBANKING	AIR QUALITY / POLLUTION	HEALTH	FLOODING	HERITAGE	TRAFFIC / ROADS / ACCESS	LAND / HOUSE VALUES	COMPENSATION	TIMING OF ACQUISITION	ACQUISITION OF LAND OUTSIDE CORRIDOR	AGRICULTURE / RURAL USES	AVOIDS UNIVERSITY LANDS	RURAL CHARACTER	CHARACTER OF COBBITTY	CHARACTER OF CAMDEN	CHARACTER OF ELLIS LANE / GRASMERE	SOCIAL / COMMUNITY IMPACT	MINE SUBSIDENCE	UNDERGROUND / TUNNELING OF CORRIDOR	MOVE CORRIDOR WEST	INADEQUATE CONSULTATION	INSUFFICIENT INFORMATION	RECENT DA APPROVAL	SEEKING COUNCIL SUPPORT
73	NO	X						X							X			X				X							
74	NO	X	X	X	X	X	X			X	X		X	X	X	X									X				
75	NO	X	X	X	X	X	X	X	X									X											
76	NO	X								X									X			X							
77	NO	X	X					X			X	X						X				X				X	X		
78	NO	X	X	X	X	X	X	X	X	X								X	X			X							
79	NO	X	X	X	X	X	X	X	X	X												X			X				
80	NO	X	X	X	X	X	X			X								X	X										
81	NO	X	X	X	X	X	X	X	X	X								X	X	X	X	X			X				
82	NO	X	X	X	X	X	X	X								X						X		X	X				
83	NO	X	X	X	X	X	X			X						X			X	X	X	X							
84	NO									X									X										
85	NO	X	X	X	X	X	X	X	X	X		X					X	X	X	X	X				X				
86	NO	X	X	X	X	X	X	X		X		X	X	X	X														
87	NO	X	X	X	X	X	X			X						X		X	X			X							
88	NO	X	X	X	X	X	X	X																X	X				
89	NO						X	X		X	X																		
90	NO									X									X	X	X	X							
91	NO	X							X	X		X	X					X	X	X	X	X							
92	NO	X										X						X				X			X	X	X		
93	NO									X								X											
94	NO	X	X	X	X	X				X								X	X			X							
95	NO									X									X			X							
96	NO		X	X			X	X											X	X	X				X			X	
97	NO	X	X	X	X	X	X	X		X								X	X			X							
98	NO	X	X	X	X	X	X	X		X		X	X	X	X			X	X	X	X	X				X	X		
<b>TOTAL</b>		<b>63</b>	<b>53</b>	<b>54</b>	<b>49</b>	<b>48</b>	<b>56</b>	<b>50</b>	<b>34</b>	<b>54</b>	<b>17</b>	<b>30</b>	<b>20</b>	<b>13</b>	<b>13</b>	<b>20</b>	<b>11</b>	<b>40</b>	<b>46</b>	<b>24</b>	<b>20</b>	<b>42</b>	<b>1</b>	<b>3</b>	<b>24</b>	<b>26</b>	<b>18</b>	<b>4</b>	<b>9</b>







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**LAND TO BE ACQUIRED FOR ROAD PURPOSES**



DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.

Map Scale: 1:1450  
 Projection: GDA94 / MGA zone 56  
 Date: 8/05/2018 2:16 PM

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**Investment Summary Report  
April 2018**

**Camden Council**  
Executive Summary - April 2018



**Investment Holdings**

	Amount (\$)	Current Yield (%)
Cash	4,000,000.00	1.70
Term Deposit	114,700,000.00	2.99
	<b>118,700,000.00</b>	

**Detailed Maturity Profile**

	Amount (\$)
00. Cash + Managed Funds	4,000,000
01. Less Than 30 Days	10,500,000
02. Between 30 Days and 60 Days	16,000,000
03. Between 60 Days and 90 Days	12,500,000
04. Between 90 Days and 180 Days	27,500,000
05. Between 180 Days and 365 Days	15,700,000
06. Between 365 Days and 3 Years	18,000,000
07. Between 3 Years and 5 Years	14,500,000
	<b>118,700,000</b>

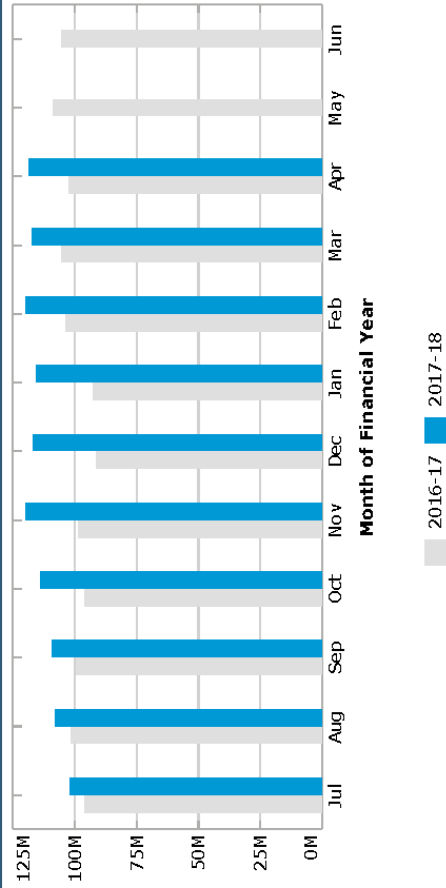
*Percentages in this report may not add up to 100% due to rounding*

**Sources of Funds**

	Amount (\$)
Section 7.1.1 Developer Contributions	61,901,731
Restricted Grant Income	488,030
Externally Restricted Reserves	12,661,463
Internally Restricted Reserves	26,681,766
General Fund	16,967,010
<b>Total Funds Invested</b>	<b>118,700,000</b>

Council's investment portfolio has increased by \$1.3m since the March reporting period. The increase primarily relates to Section 7.1.1 cash receipts received for the April period.

**Investment Portfolio Balance**





**Camden Council**  
Individual Institutional Exposures Report - April 2018

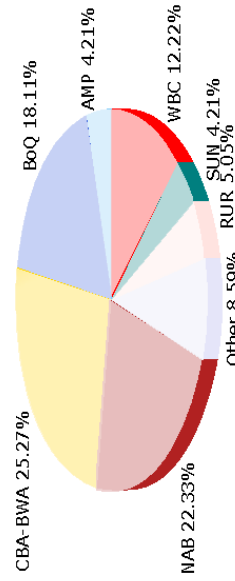
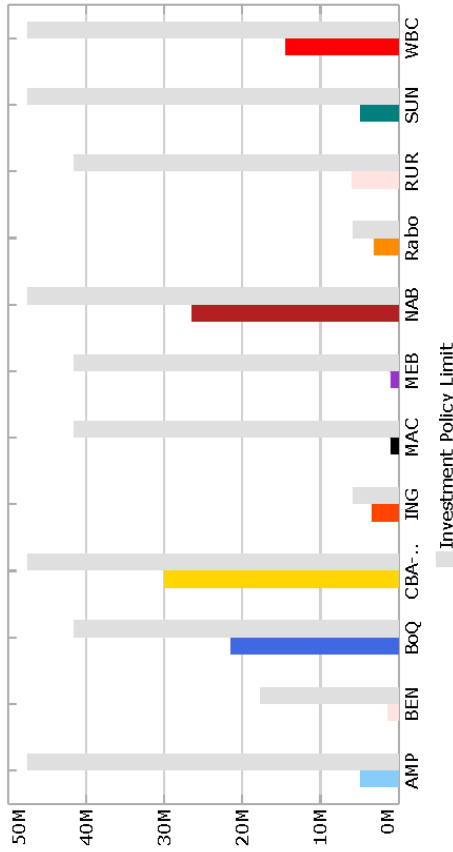
Individual Institutional Exposures

Parent Group	Exposure (\$M)	Credit Rating	Policy Limit	Actual	Capacity
AMP Bank	5.00M	A-1, A	40.00%	4.21%	42.48M
Bank of Queensland	21.50M	A-2, BBB+	35.00%	18.11%	20.05M
Bendigo and Adelaide Bank	1.50M	A-2, BBB+	15.00%	1.26%	16.30M
Commonwealth Bank of Australia	30.00M	A-1+, AA-	40.00%	25.27%	17.48M
ING Group (Foreign Sub)	3.50M	A-1*, A+*	5.00%	2.95%	2.44M
Macquarie Group	1.00M	A-1, A	35.00%	.84%	40.55M
Members Equity Bank	1.00M	A-2, BBB	35.00%	.84%	40.55M
National Australia Bank	26.50M	A-1+, AA-	40.00%	22.33%	20.98M
Rabobank Aus (Foreign Sub)	3.20M	A-1*, A+*	5.00%	2.70%	2.73M
Rural Bank	6.00M	A-2, BBB+	35.00%	5.05%	35.55M
Suncorp Bank	5.00M	A-1, A+	40.00%	4.21%	42.48M
Westpac Group	14.50M	A-1+, AA-	40.00%	12.22%	32.98M
	<b>118.70M</b>				

\*Council's investment policy limits in foreign subsidiary banks which are monitored by APRA to a maximum 5% of the total portfolio in any single entity

Council's portfolio is within its individual institutional investment policy limits.  
Council's portfolio is within its term to maturity investment policy limits.  
Council's portfolio complies with the NSW Ministerial Investment Order.

Individual Institutional Exposure Charts



**Camden Council**

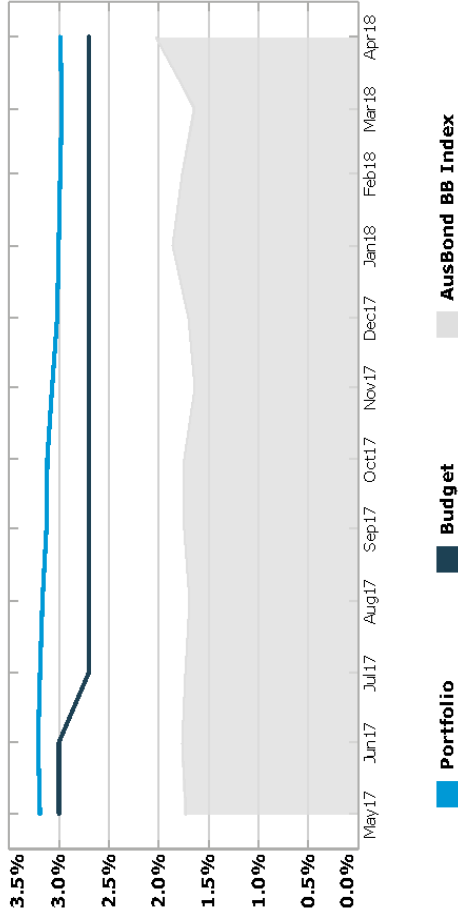
Performance Summary - April 2018



**Interest Summary**

Interest Summary as of April 2018	
Number of Investments	92
Average Days to Maturity	368
Weighted Portfolio Yield	2.99%
CBA Call Account	1.70%
Highest Rate	5.10%
Lowest Rate	2.40%
Budget Rate	2.70%
Average BBSW (30 Day)	1.87%
Average BBSW (90 Day)	2.05%
Average BBSW (180 Day)	2.15%
Official Cash Rate	1.50%
AusBond Bank Bill Index	2.01%

**Investment Performance**



**Historical Performance Summary**

	Portfolio	AusBond BB Index	Outperformance
Apr 2018	2.99%	2.01%	0.97%
Last 3 Months	2.98%	1.80%	1.18%
Last 6 Months	3.01%	1.77%	1.24%
Financial Year to Date	3.06%	1.75%	1.32%
Last 12 months	3.09%	1.75%	1.34%

**Investment Performance**

Council's portfolio returned 2.99%pa on a weighted average yield basis during April. This compares favourably with the Ausbond Bank Bill Index's return of 2.01%pa for the month.

**Interest Received During the 2017/2018 Financial Year**

	April	Cumulative	Original Budget	* Revised Budget
General Fund	\$110,070	\$1,268,900	\$1,400,000	\$1,450,000
Restricted	\$181,391	\$1,590,072	\$1,220,000	\$1,500,000
<b>Total</b>	<b>\$291,461</b>	<b>\$2,858,972</b>	<b>\$2,620,000</b>	<b>\$2,950,000</b>

\*The Revised Budget is reviewed on a quarterly basis as part of the Budget Process



## Camden Council Investment Holdings Report - April 2018

<b>Cash Accounts</b>										
Amount (\$)	Current Yield	Institution	Credit Rating	Amount (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference		
4,000,000.00	1.70%	Commonwealth Bank of Australia	A-1+	4,000,000.00	535548					
<b>4,000,000.00</b>				<b>4,000,000.00</b>						
<b>Term Deposits</b>										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
2-May-18	1,000,000.00	2.60%	Commonwealth Bank of Australia	A-1+	4-Jul-17	1,021,441.10	535641	21,441.10	At Maturity	2992
2-May-18	1,500,000.00	2.50%	National Australia Bank	A-1+	15-Nov-17	1,517,157.53	535964	17,157.53	At Maturity	3029
7-May-18	1,000,000.00	2.60%	Commonwealth Bank of Australia	A-1+	4-Jul-17	1,021,441.10	535642	21,441.10	At Maturity	2993
9-May-18	1,000,000.00	2.57%	Bank of Queensland	A-2	23-Nov-17	1,011,195.34	535986	11,195.34	At Maturity	3034
14-May-18	1,000,000.00	2.57%	Bank of Queensland	A-2	29-Nov-17	1,010,772.88	536005	10,772.88	At Maturity	3036
16-May-18	1,500,000.00	2.57%	Bank of Queensland	A-2	1-Dec-17	1,515,948.08	536018	15,948.08	At Maturity	3038
21-May-18	1,500,000.00	2.57%	Bank of Queensland	A-2	1-Dec-17	1,515,948.08	536019	15,948.08	At Maturity	3039
23-May-18	1,000,000.00	2.46%	National Australia Bank	A-1+	4-Dec-17	1,009,974.79	536033	9,974.79	At Maturity	3040
28-May-18	1,000,000.00	2.50%	National Australia Bank	A-1+	6-Dec-17	1,010,000.00	536063	10,000.00	At Maturity	3041
30-May-18	1,500,000.00	2.50%	National Australia Bank	A-1+	7-Dec-17	1,514,897.26	536070	14,897.26	At Maturity	3042
4-Jun-18	500,000.00	2.50%	National Australia Bank	A-1+	13-Dec-17	504,760.27	536080	4,760.27	At Maturity	3044
6-Jun-18	2,000,000.00	2.50%	Bankwest	A-1+	13-Dec-17	2,019,041.10	536079	19,041.10	At Maturity	3045
12-Jun-18	1,500,000.00	2.50%	National Australia Bank	A-1+	13-Dec-17	1,514,280.82	536085	14,280.82	At Maturity	3046
13-Jun-18	1,500,000.00	2.50%	Suncorp Bank	A-1	15-Nov-17	1,517,157.53	535961	17,157.53	At Maturity	3030
18-Jun-18	1,000,000.00	2.50%	Suncorp Bank	A-1	11-Dec-17	1,009,657.53	536076	9,657.53	At Maturity	3043
18-Jun-18	1,000,000.00	2.60%	Bank of Queensland	A-2	22-Dec-17	1,009,260.27	536096	9,260.27	At Maturity	3050
20-Jun-18	1,000,000.00	2.50%	Suncorp Bank	A-1	15-Nov-17	1,011,438.36	535962	11,438.36	At Maturity	3031
21-Jun-18	2,000,000.00	2.60%	AMP Bank	A-1	21-Jun-17	2,044,734.25	535467	44,734.25	At Maturity	2988
25-Jun-18	1,000,000.00	2.60%	AMP Bank	A-1	21-Jun-17	1,022,367.12	535468	22,367.12	Annually	2989
25-Jun-18	1,000,000.00	2.51%	National Australia Bank	A-1+	20-Dec-17	1,009,077.26	536093	9,077.26	At Maturity	3049

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**Camden Council**

Investment Holdings Report - April 2018



**Term Deposits**

Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
27-Jun-18	2,000,000.00	2.52%	National Australia Bank	A-1+	18-Dec-17	2,018,503.01	536089	18,503.01	At Maturity	3048
2-Jul-18	1,000,000.00	2.50%	National Australia Bank	A-1+	2-Jan-18	1,008,150.68	536112	8,150.68	At Maturity	3051
2-Jul-18	1,000,000.00	2.50%	Bankwest	A-1+	5-Feb-18	1,005,821.92	536196	5,821.92	At Maturity	3063
4-Jul-18	1,000,000.00	2.50%	National Australia Bank	A-1+	3-Jan-18	1,008,082.19	536116	8,082.19	At Maturity	3052
9-Jul-18	1,500,000.00	2.50%	National Australia Bank	A-1+	8-Jan-18	1,511,609.59	536127	11,609.59	At Maturity	3054
11-Jul-18	1,500,000.00	2.55%	Bankwest	A-1+	18-Jan-18	1,510,793.84	536147	10,793.84	At Maturity	3058
16-Jul-18	2,000,000.00	2.50%	National Australia Bank	A-1+	17-Jan-18	2,014,246.58	536138	14,246.58	At Maturity	3057
16-Jul-18	1,500,000.00	2.50%	National Australia Bank	A-1+	22-Jan-18	1,510,171.23	536150	10,171.23	At Maturity	3059
23-Jul-18	1,500,000.00	2.55%	Bankwest	A-1+	25-Jan-18	1,510,060.27	536159	10,060.27	At Maturity	3060
25-Jul-18	1,500,000.00	2.50%	National Australia Bank	A-1+	31-Jan-18	1,509,246.58	536166	9,246.58	At Maturity	3061
30-Jul-18	1,000,000.00	2.60%	AMP Bank	A-1	1-Feb-18	1,006,339.73	536178	6,339.73	At Maturity	3062
1-Aug-18	1,000,000.00	4.15%	Bank of Queensland	A-2	5-Aug-14	1,030,243.84	535480	30,243.84	Annually	2738
7-Aug-18	1,000,000.00	2.50%	Rural Bank	A-2	7-Feb-18	1,005,684.93	536207	5,684.93	At Maturity	3064
8-Aug-18	1,000,000.00	2.60%	ME Bank	A-2	13-Feb-18	1,005,484.93	536234	5,484.93	At Maturity	3066
8-Aug-18	1,500,000.00	2.50%	Bankwest	A-1+	14-Feb-18	1,507,808.22	536235	7,808.22	At Maturity	3067
13-Aug-18	1,500,000.00	2.50%	Bankwest	A-1+	19-Feb-18	1,507,294.52	536244	7,294.52	At Maturity	3069
15-Aug-18	1,000,000.00	2.55%	Bankwest	A-1+	27-Feb-18	1,004,401.37	536312	4,401.37	At Maturity	3072
20-Aug-18	1,500,000.00	2.50%	Bankwest	A-1+	1-Mar-18	1,506,267.12	536333	6,267.12	At Maturity	3074
20-Aug-18	1,500,000.00	2.57%	National Australia Bank	A-1+	12-Mar-18	1,505,280.82	536425	5,280.82	At Maturity	3077
27-Aug-18	1,500,000.00	2.62%	Bank of Queensland	A-2	19-Mar-18	1,504,629.86	536445	4,629.86	At Maturity	3078
29-Aug-18	1,000,000.00	2.59%	National Australia Bank	A-1+	28-Mar-18	1,002,412.60	536468	2,412.60	At Maturity	3080
3-Sep-18	1,500,000.00	2.56%	National Australia Bank	A-1+	3-Apr-18	1,502,945.75	536482	2,945.75	At Maturity	3081
5-Sep-18	1,000,000.00	2.40%	AMP Bank	A-1	9-Apr-18	1,001,446.58	536524	1,446.58	At Maturity	3082
10-Sep-18	1,000,000.00	2.65%	National Australia Bank	A-1+	10-Apr-18	1,001,524.66	536525	1,524.66	At Maturity	3083
12-Sep-18	1,500,000.00	2.70%	Bankwest	A-1+	11-Apr-18	1,502,219.18	536531	2,219.18	At Maturity	3084
17-Sep-18	1,500,000.00	2.70%	Bankwest	A-1+	12-Apr-18	1,502,108.22	536534	2,108.22	At Maturity	3085



## Camden Council Investment Holdings Report - April 2018

Term Deposits										
Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
19-Sep-18	1,500,000.00	2.60%	National Australia Bank	A-1+	22-Mar-18	1,504,273.97	536460	4,273.97	At Maturity	3079
24-Sep-18	1,000,000.00	2.70%	Bankwest	A-1+	16-Apr-18	1,001,109.59	536536	1,109.59	At Maturity	3086
24-Sep-18	500,000.00	2.70%	Bankwest	A-1+	27-Apr-18	500,147.95	536551	147.95	At Maturity	3088
26-Sep-18	1,000,000.00	2.70%	Bankwest	A-1+	23-Apr-18	1,000,591.78	536544	591.78	At Maturity	3087
26-Sep-18	500,000.00	2.70%	Bankwest	A-1+	27-Apr-18	500,147.95	536552	147.95	At Maturity	3089
2-Oct-18	1,500,000.00	2.75%	Suncorp Bank	A-1	30-Apr-18	1,500,113.01	536557	113.01	At Maturity	3090
24-Oct-18	1,500,000.00	2.54%	Commonwealth Bank of Australia	A-1+	26-Feb-18	1,506,680.55	536310	6,680.55	At Maturity	3071
1-Nov-18	2,500,000.00	5.00%	Bank of Queensland	A-2	4-Nov-13	2,560,273.97	535476	60,273.97	Annually	2653
14-Nov-18	1,000,000.00	2.60%	Bank of Queensland	A-2	16-Feb-18	1,005,271.23	536241	5,271.23	At Maturity	3068
21-Nov-18	1,000,000.00	2.60%	Bank of Queensland	A-2	22-Feb-18	1,004,843.84	536261	4,843.84	At Maturity	3070
22-Nov-18	1,000,000.00	5.10%	Bank of Queensland	A-2	25-Nov-13	1,021,657.53	535477	21,657.53	Annually	2661
12-Dec-18	1,500,000.00	2.60%	Bank of Queensland	A-2	13-Dec-17	1,514,852.05	536086	14,852.05	At Maturity	3047
20-Dec-18	1,000,000.00	2.60%	Commonwealth Bank of Australia	A-1+	28-Feb-18	1,004,416.44	536317	4,416.44	At Maturity	3073
2-Jan-19	2,000,000.00	2.62%	Commonwealth Bank of Australia	A-1+	3-Jan-18	2,016,940.27	536117	16,940.27	At Maturity	3053
2-Jan-19	1,000,000.00	2.60%	Commonwealth Bank of Australia	A-1+	7-Mar-18	1,003,917.81	536366	3,917.81	At Maturity	3076
9-Jan-19	1,500,000.00	2.65%	Rural Bank	A-2	9-Jan-18	1,512,197.26	536128	12,197.26	At Maturity	3055
30-Jan-19	1,000,000.00	2.60%	Commonwealth Bank of Australia	A-1+	5-Mar-18	1,004,060.27	536346	4,060.27	At Maturity	3075
28-Feb-19	1,000,000.00	5.00%	RaboDirect	A-1*	28-Feb-14	1,008,493.15	535516	8,493.15	Annually	2702
6-Mar-19	1,200,000.00	5.00%	RaboDirect	A-1*	3-Mar-14	1,209,369.86	535517	9,369.86	Annually	2703
15-May-19	1,500,000.00	4.55%	Westpac Group	AA-	15-May-14	1,565,632.19	535497	65,632.19	Annually	2717
22-May-19	1,500,000.00	4.55%	Westpac Group	AA-	21-May-14	1,564,323.29	535536	64,323.29	Annually	2718
25-Nov-19	1,000,000.00	2.90%	ING Bank (Australia)	A-*	23-Nov-17	1,012,632.88	535985	12,632.88	Annually	3032
27-Nov-19	1,000,000.00	4.10%	RaboDirect	A+*	27-Nov-14	1,017,410.96	535518	17,410.96	Annually	2760
27-Nov-19	2,000,000.00	2.88%	Rural Bank	BBB+	23-Nov-17	2,025,091.51	535987	25,091.51	Annually	3033
2-Dec-19	1,500,000.00	2.90%	ING Bank (Australia)	A-*	27-Nov-17	1,518,472.60	535996	18,472.60	Annually	3035
2-Dec-19	1,500,000.00	2.83%	Rural Bank	BBB+	1-Dec-17	1,517,561.51	536020	17,561.51	Annually	3037

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**Camden Council**

Investment Holdings Report - April 2018



**Term Deposits**

Maturity Date	Amount (\$)	Rate	Institution	Credit Rating	Purchase Date	Amount plus Accrued Int (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
4-Dec-19	1,500,000.00	4.25%	Bendigo and Adelaide Bank	BBB+	28-Nov-14	1,526,897.26	535488	26,897.26	Annually	2762
11-Dec-19	1,500,000.00	4.00%	National Australia Bank	AA-	16-Dec-14	1,522,027.40	535504	22,027.40	Annually	2766
19-Dec-19	1,000,000.00	3.85%	Macquarie Bank	A	19-Dec-14	1,129,634.25	535503	129,634.25	At Maturity	2767
2-Feb-20	1,000,000.00	3.90%	Westpac Group	AA-	2-Feb-15	1,009,402.74	535537	9,402.74	Annually	2772
10-Feb-20	1,000,000.00	2.90%	ING Bank (Australia)	A-*	8-Feb-18	1,006,515.07	536215	6,515.07	Annually	3065
15-Mar-21	1,000,000.00	3.60%	Bank of Queensland	BBB+	15-Mar-17	1,004,635.62	535484	4,635.62	Annually	2958
7-Apr-21	1,000,000.00	3.50%	Bank of Queensland	BBB+	3-Apr-17	1,002,684.93	535486	2,684.93	Annually	2963
17-May-21	1,000,000.00	3.10%	Westpac Group	AA-	16-May-17	1,006,284.93	535544	6,284.93	Quarterly	2975
1-Feb-22	1,000,000.00	3.60%	Westpac Group	AA-	1-Feb-17	1,008,778.08	535538	8,778.08	Quarterly	2936
2-Feb-22	1,500,000.00	3.57%	Westpac Group	AA-	2-Feb-17	1,512,910.68	535539	12,910.68	Quarterly	2937
10-Feb-22	1,000,000.00	3.56%	Westpac Group	AA-	10-Feb-17	1,007,607.67	535540	7,607.67	Quarterly	2938
15-Feb-22	1,500,000.00	3.75%	Bank of Queensland	BBB+	15-Feb-17	1,511,558.22	535547	11,558.22	Annually	2939
22-Feb-22	2,000,000.00	3.64%	Westpac Group	AA-	22-Feb-17	2,013,562.74	535541	13,562.74	Quarterly	2940
28-Feb-22	1,000,000.00	3.75%	Bank of Queensland	BBB+	27-Feb-17	1,006,472.60	535483	6,472.60	Annually	2946
28-Feb-22	1,000,000.00	3.55%	Westpac Group	AA-	28-Feb-17	1,006,030.14	535542	6,030.14	Quarterly	2950
1-Mar-22	1,000,000.00	3.58%	Westpac Group	AA-	1-Mar-17	1,005,983.01	535543	5,983.01	Quarterly	2952
3-Mar-22	1,000,000.00	3.60%	Westpac Group	AA-	3-Mar-17	1,005,621.92	535545	5,621.92	Quarterly	2954
9-Mar-22	1,000,000.00	3.61%	Westpac Group	AA-	9-Mar-17	1,005,241.92	535546	5,241.92	Quarterly	2956
23-Mar-22	500,000.00	3.80%	Bank of Queensland	BBB+	23-Mar-17	502,030.14	535485	2,030.14	Annually	2960
4-May-22	1,000,000.00	3.60%	Bank of Queensland	BBB+	8-May-17	1,035,309.59	535487	35,309.59	Annually	2971
						<b>114,700,000.00</b>	<b>115,943,001.22</b>	<b>1,243,001.22</b>		

15. 11. 1993  
Town and Country magazine

### Rural Update

# Belted Galloways 'unique curios'

Although historic Gledswood at Narellan is better known as a tourist destination for 140,000 international and domestic visitors annually, its herd of Belted Galloway cattle are among the best in the country.

Gledswood has been in the Testoni family since 1972, having been initially acquired establish a winery and to graze commercial cattle.

But in more recent years, and because of the property and homestead's historic background, the family moved into tourism. Slowly at first, but later with flair and a vengeance, and just a few weeks ago, it won the prestigious Heritage Tourism award in the Australian Tourism Awards of Excellence.

This came on top of two earlier awards, the NSW Tourism Award for Excellence in heritage tourism and a distinction for "significant local attraction."

As a result, the cattle side of the 60ha property has taken something of a back seat. But principal, Mr Marcus Testoni was "quite proud" of the breed's development.

"We always had something of a fetish for Belted Galloways and we saw it as a challenge to breed our own herd from our artificial insemination efforts," said Mr Testoni.

"And while commercial cattle breeding is not as important as it was to Gledswood, we now find the Belted Galloways are a big hit with the tourists who see them as unique curios," he

added.

Gledswood was among the first in Australia to develop Belted Galloways to stud standards but Mr Testoni said he had not taken the final step and registered them as stud cattle.

Mr Testoni said he had 28 breeding cows and one sire on the property at present and turned his culs off as steers through Camden saleyards.

"They tend to add a little colour in those yards on sale day," he smiled as he pointed out the cattle always had a big following and were snapped up by families who had settled on small holdings.

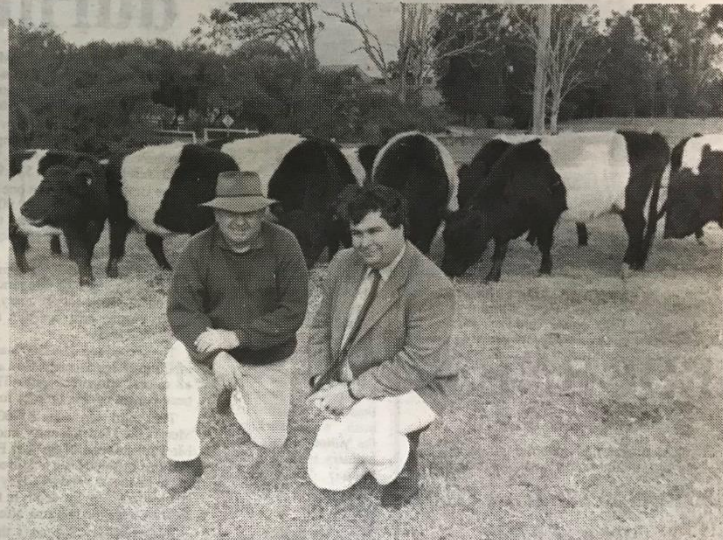
"While we do not sell direct to the public, many ask us to advise when we are sending the next batch in for sale," said Mr Testoni.

Belted Galloways originated during biblical days in the mountains of south west Scotland. According to Jill Craig of the breed society, they came to Australia via New Zealand in the late 1950s.

Their main attributes are a double coat of hair allowing them to thrive in harsh conditions. This is shed in hot weather. In addition, they are noted for their ease of carving, are good milkers, are protective mothers and very docile.

Like Mr Testoni, the farm manager, Mr Terry Greentree agreed the cattle were seen as a "boutique hobby herd" to cater for the new era tourists.

Gledswood was developed by the Chisholm family from 1816 and at one stage boasted 1200 acres. Like the larger, more publicised Macarthur property at nearby Camden, Gledswood diversified into various agricultural and horticultural



pursuits, being well known as a producer of wines and wheats.

"After the Goulburn Plains were discovered, the family was able to acquire large tracts of better farming land and thus based its operations at Kippilaw where farming could be continued on a much larger scale," said Mr Testoni.

Gledswood then became a store cattle property and afterwards a dairyfarm.

Encroaching urbanisation over the past two decades caught up with the property which today was reduced to just 60 highly productive hectares, he said.

● Mr Testoni (at right) with the Gledswood farm manager, Terry Greentree and some of their Belted Galloways.