



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 revisit 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 do, 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 'Orielson' 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.

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- 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.