



# 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.