

Camden Council

Submission to South West Rail Link Extension
Corridor Preservation 2015



Contents

Executive Summary.....	3
Key Messages	3
Public Transport	3
Proposed Corridor Alignment.....	3
Undergrounding through existing residential and commercial precincts.....	4
Timing of corridor decisions and associated works	5
Timing of works and implications for other infrastructure	5
Accommodating Sydney's Growth	6
Feedback on the Corridor to Date	7
Southern Section:	10
Transport for NSW's Recommended Corridor	10
Transport for NSW's Recommended Corridor: Leppington to Bringelly.....	15
Transport for NSW's Recommended Corridor: Bringelly to Narellan.....	16
Transport for NSW's Recommended Corridor: Station Locations.....	27
Southern Section: Study Area for the Narellan to T2 South Line	30
Northern Section: Bringelly to the T1 Western Line	32

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



*Additional station opportunities will be explored.

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.

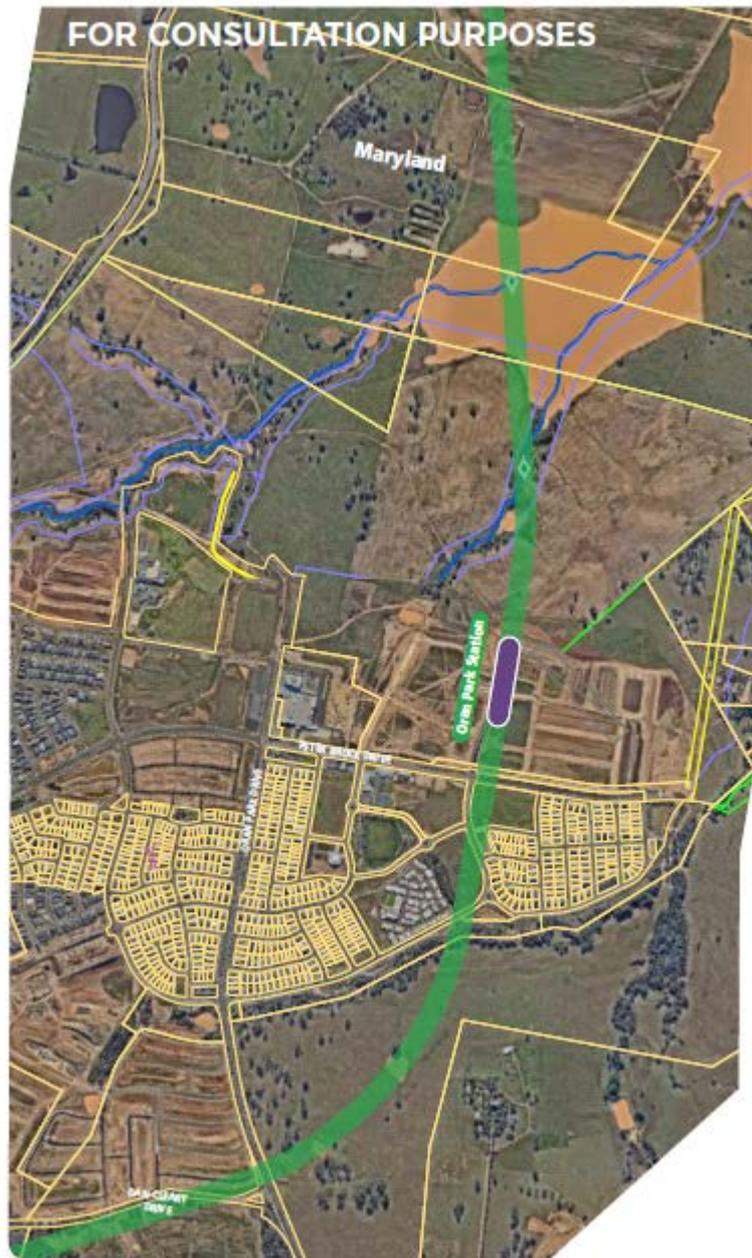
Recommendations

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







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

- 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 4,000m². 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.

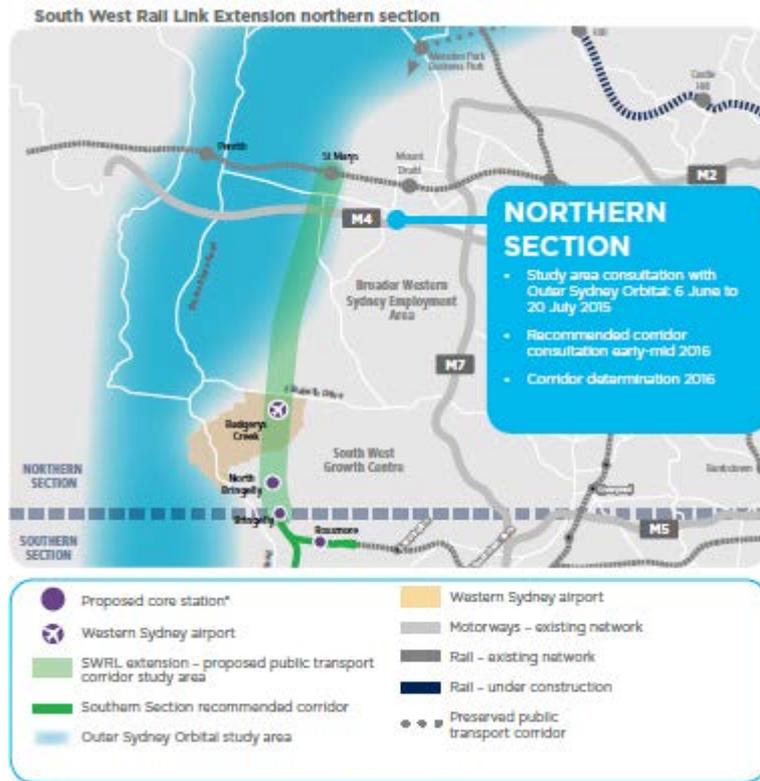
- Further to the workshop conducted by Transport for NSW at Camden, for Council officers on 16 June 2015, it was noted at this meeting that the SWRL Extension would not be used for the purpose of transporting freight via heavy rail. In this regard, it was noted by Transport for NSW that an alternate 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 - 28th 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 **Page13** 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 Councilor's, 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