



# Submission to Western Sydney Rail Needs Scoping Study 2016



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## Executive Summary

Western Sydney is facing the challenge to ensure that population growth is managed so as to maximise the economic and social benefits while maintaining housing affordability and housing type options for all income levels, and environmental quality. Part of the Australian Government's Smart Cities initiative is to ensure all communities, whether living in new mixed use precincts in the inner city, the leafy suburban centres, or greenfield development, can access and share the economic and social benefits of urban development.

The issue of delivering effective and efficient integrated planning and transport infrastructure in Western Sydney remains a considerable challenge for all tiers of government. There exists transport disadvantage in Western Sydney, with the Smart Cities Framework providing an opportunity for transformative infrastructure.

Camden Council has identified a number of key issues regarding the provision of rail in Western Sydney, highlighting points of concern, implications and recommendations for project outcomes. Council's submission is structured in response to 'criteria and objectives' of the Western Sydney Rail Needs Scoping Study; with target responses for rail service Options 1 & 6, supported by an appendices inclusive of a response to each of the 14 discussion paper questions.

## Key Messages

### Preferred Rail Service Options 1 & 6

Council strongly supports the early provision of rail transport via:

- Rail service Option 1 – Western Sydney Airport to the South West Rail Link; and
- Rail service Option 6 – A north-south link: Macarthur-Western Sydney Airport-St Marys-Schofields (inclusive of a connection to the Greater Macarthur Priority Growth Area). It is important that option 6 is inclusive of an extended connection to Macarthur South.

### Connectivity & City Shaping

Western Sydney is well positioned as a key platform to the future success of the Sydney metropolitan area. However, for this success to be realised, solutions are needed to various challenges such as population growth, access to employment, education, health and sustainable transport services. If the region is going to thrive with 2 million people it needs a transport and land use mix that enables efficient movement of people and goods. An integrated approach between addressing Western Sydney Rail Needs and the following solutions would be key to their success in connecting and shaping Western Sydney.

To facilitate the necessary solutions to the challenges of transport (rail needs), employment, education, health services etc., opportunities exist through the Australian Government 'City Deals' initiative for Western Sydney announced on 21 October 2016, including (but not limited to):

- **Future Employment Zones (supported by Options 1 & 6)** - future enterprise corridors for job creation in Western Sydney are currently being reviewed, with

strategic proximity to Western Sydney Airport and the South West Priority Growth Area. The provision of a range of job types close to home is important for the success of the residential precincts within the South West Priority Growth Area. It is important that these areas are planned to not compete, but to complement other existing and planned centres.

- **New Medical Precinct in South West Priority Growth Area (supported by Option 6)** – Western Sydney’s population is projected to grow to 2M people in the next 40 years. In order to service the extent of projected population growth, a strategic approach is required for provision of hospital inpatient and ambulatory care, in the form of a new Medical Precinct in South West Sydney. While existing hospital services in Western Sydney are projected for expansion, there will be constraints as to the extent that Nepean, Liverpool and Campbelltown Medical Precincts can grow to adequately service 2M people. An integrated approach to planning a new Medical Precinct relative to Western Sydney’s rail needs is strategically important.
- **Regional Social Infrastructure (supported by Options 1 & 6)** - To ensure all needs of the growing population are met in South West Sydney, it is crucial that the infrastructure needed to support social inclusion in the building of new communities is provided. Achieving social inclusion means all members of these new communities are ensured equitable opportunities to participate, via the delivery of new targeted community and social infrastructure in the South West Priority Growth Area, including:
  - Regional multi-purpose community centre and library.
  - Court House Precinct.
  - NSW Police Station.
  - Fire & Rescue NSW Station.
  - Ambulance NSW Station.
  - TAFE NSW Campus.

### **Western Sydney Airport**

The Western Sydney Airport will provide the connectivity needed to support Australia’s third largest economy – Western Sydney. Early provision of rail service Options 1 & 6 are needed to facilitate this connectivity and consequent growth of our economy.

When the airport opens in the mid-2020s, the single runway will support approximately 5 million passengers plus freight, which if realised would bring approximately 4,000 jobs. By 2050 the airport is likely to be a curfew free, dual runway, international passenger and freight airport. The airport development is expected to create 35,000 jobs by 2035, increasing to 60,000 jobs over time. For every million passengers that come through the airport, the airport is anticipated to add 750 jobs in the region. These jobs should be taken by the 500,000 people that will be living in North West and South West priority growth regions by 2040. Camden is grouped with an area of Western Sydney that has more engineering and related technology qualifications per head of population than the Sydney, NSW or Australian average. Western Sydney residents are well placed to fill many of the construction and engineering positions that will be available during the initial phases of the airport’s development, and will require sustainable transport modes by way of support.

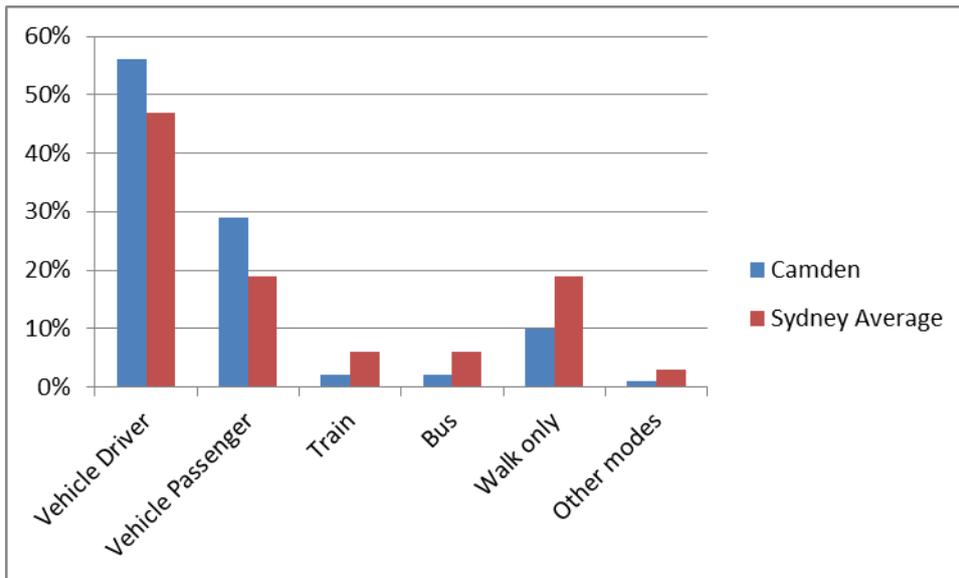
## Environmental Sustainability

The extension and provision of an integrated rail network through the Camden local government area presents an excellent opportunity to capitalise on growing the proportion of travel by sustainable modes.

Based on the most recent 2014/2015 Household Travel Survey, travel within the Camden local government area is currently dominated by the use of private cars, with 85% of trips being undertaken in a vehicle either as a driver (56%) or passenger (29%).

The high percentage of travel by vehicle is considered largely due to limited public transport coverage, adverse topography, large distances between origins and destinations in the local government area and a large proportion of residents working outside of the area.

As demonstrated in the figure below, residents in the Camden local government area travel by vehicle more than the Sydney average and use less environmentally friendly forms of transport, i.e. train, bus and walking, when compared to the Sydney average.



**Figure: Mode of transport in Camden LGA compared with Sydney average**  
 Source: Household Travel Survey 2014/2015

These statistics highlight the scope for potential to grow the proportion of travel by rail in Western Sydney, particularly in the Camden local government area. Such outcomes would support improvement in the energy efficiency of the transport sector, with opportunity to incrementally remove vehicles from the road network, which is already under significant stress despite recent and ongoing capacity improvements.

## Productivity

With expected population growth, Australian and NSW government investment in Western Sydney Airport and a committed Western Sydney City Deal — which will be tied to core objectives including affordable housing, connectivity, liveability, resilience and sustainability — effective land use and transport integration is required to ensure positive growth and investment outcomes in the corridor.

It is noted that one of the key criteria of the Western Sydney Rail Needs Scoping Study is to facilitate sustainable and efficient economic development of Sydney's metropolitan region and Western Sydney Airport. Congestion and extended travel times are widely regarded as one of the greatest barriers to productivity in developed economies. For example, in Australian capital cities, the estimated avoidable cost of urban traffic congestion is \$12.9 billion (2010) and by 2020 it is expected to cost over \$20 billion.

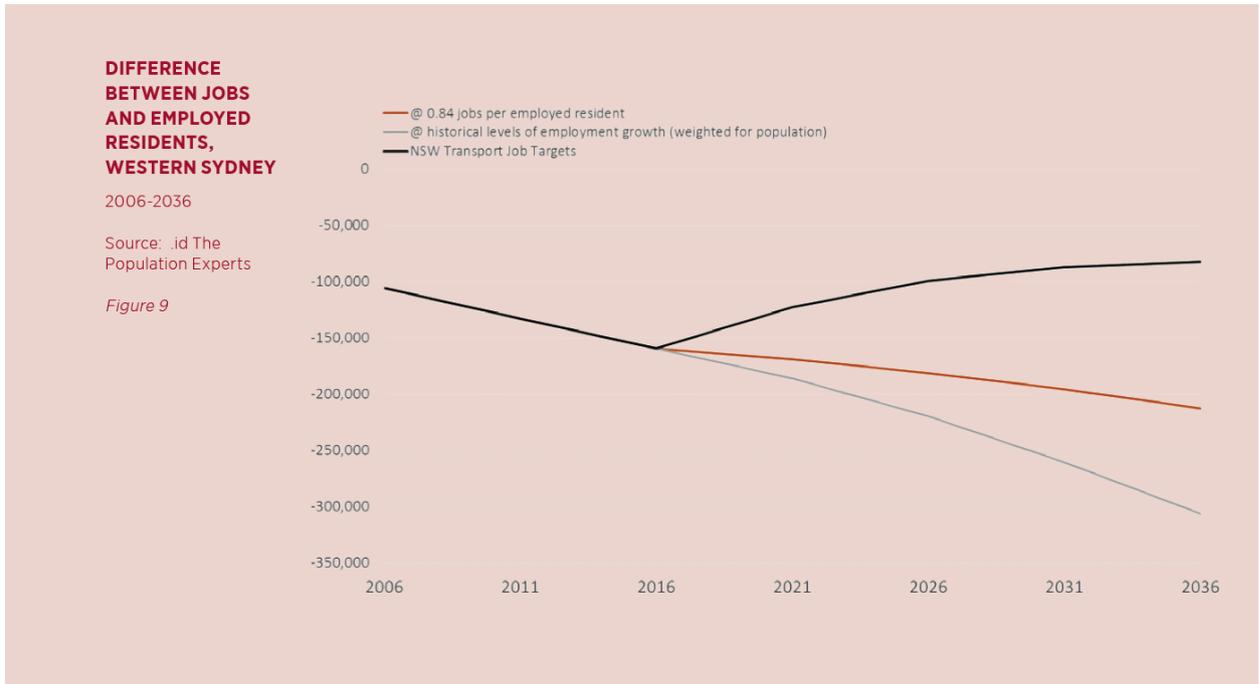
Public transport can play a pivotal role in alleviating urban congestion with each train on Sydney's railways removing approximately 1,000 cars from its roads. Travel times in Western Sydney can be up to 2 hours in each direction for some commuters. Reduced congestion and improved travel times are therefore a significant benefit of investment in rail, and this is especially true for peri-urban areas and regional centres where investment in public transport infrastructure is low.

## Employment

A Western Sydney rail network will need to effectively promote the efficient exchange of goods and services; particularly through strategic hubs in the Broader Western Sydney Employment Area and the Western Sydney Airport. The early development of Options 1 & 6 will ensure access to a reliable and sustained labour force along the Western Sydney growth corridor, between Macarthur South through to Penrith.

In a report released by Western Sydney University, '*Addressing Western Sydney's Jobs Slide*', if a linear approach (i.e. consistent with previous years) to planning and economic development in Western Sydney continues, the number of resident workers in Western Sydney will grow by 309,695 in the next twenty years, an increase of 30.9%. If the rate of jobs growth remains consistent with 2011 census data for this period, then jobs growth will fall behind worker growth. This would result by 2036 in the number of jobs in Greater Western Sydney growing by 256,737, or 22%. As a result, (by 2036) there will be 210,000 fewer jobs than resident workers in the region.

The figure below provides a graphic representation of the 210,000 projected jobs deficit in Western Sydney to 2036.



The development of the rail corridor will enable the creation of between 43,800 – 65,800 direct jobs and up to 98,600 indirect jobs during the 5 year construction from 2024 – 2028. To mitigate a projected jobs deficit for Western Sydney, it is crucial that rail services via Options 1 & 6 are delivered early, in support of productivity and employment in the region.

### 30 Minute Cities via Public Transport

Western Sydney is primarily reliant upon road based transport connections. Public transport is focussed on radial rail corridors; however the frequency of services is low outside of the peak hours. As a result of the transport provision and land use patterns, access in the area is primarily facilitated by car travel accounting for about 90% of all travel.

The number of opportunities, including jobs, which can be reached by car often significantly exceeds those reachable by public transport, walking or cycling. Western Sydney’s imbalance between jobs and employment — less than 0.75 jobs for every worker in the region — means that people need to travel longer distances to get to work or to access other essential services. Comparatively, Central Sydney has more than 1.75 jobs for every resident worker, which results in shorter commutes and overall shorter distances travelled throughout the day. The concentration of jobs in eastern Sydney means that Sydney’s west has significantly lower numbers of jobs that can be reached within a reasonable travel time.

Travel between some locations is fully weighted towards private vehicle use such as Camden to Penrith, reflecting limited public transport and other alternative options. Without action, the forecast growth in Western Sydney will exacerbate the congestion already experienced.

The 30 minute city is where people can comfortably access their daily needs within a one hour travel budget – ideally by walking, using a bicycle and catching public transport. Fundamental to delivery of the 30 minute city is urban rail networks, urban density and integrated land use planning. The concept aims to ensure that communities and businesses have access to the skills they need to successfully participate and compete in the transition to an economy based on services, knowledge and innovation. Places and neighbourhoods with cafes, bars and restaurants and other services close to jobs, research or educational facilities have a premium in the knowledge economy – because they are where the collision of ideas and talent at the heart of modern business innovation takes place.

### **Social Disadvantage**

In many cities a disproportionate number of disadvantaged people reside in peri-urban areas (partly because of involuntary resettlement and informal settlements). A number of these areas in Western Sydney (including Camden) are characterised by a significant dependence upon private transport modes; as such these residents face longer and more expensive journeys.

Transportation and welfare studies indicate that inadequate access to transportation poses significant barriers to those trying to enter the labour market. These challenges are particularly acute for single mothers on welfare in peri-urban areas who do not have access to private transport. Existing public transportation systems often do little to bridge the gap between where the poor live and where jobs are located. This is because these existing systems were established on a monocentric basis, moving inner-city and suburban residents to city locations. However, the majority of entry-level jobs that are best suited for those looking to move off welfare are located in adjacent peri-urban areas. An investment in the north-south rail link connecting the nodes will support accessibility, connecting the disadvantaged to employment opportunities, education and health services as well as recreational facilities.

### **Financial Sustainability**

Early delivery of rail services via Options 1 & 6 should promote financially sustainable outcomes for government in meeting rail needs in Western Sydney. Early construction of a rail line will facilitate an affordable connection to the Western Sydney Airport, promoting success for both items of infrastructure as each supports the other through transport network synergies; while at the same time enabling scope for value sharing as part of a comprehensive funding solution.

In addition to the financially sustainable outcomes associated with Options 1 & 6, they are also projected to contribute between \$41.6 and \$48.7 billion in 'Gross State Product' to the NSW economy.

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

In view of the current lack of residential development within the South West Priority Growth Area 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 Priority Growth Area Structure Plan is also required (supported by a review of the South West Priority Growth Area 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, promoting financial sustainability for this infrastructure investment.

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.

### **Early delivery of rail network (Option 1 & 6) and implications for other infrastructure**

In view of the status of development north of Oran Park, extending to the Western Sydney Airport site and the existing Leppington rail station, priority should be given to the early delivery of the rail infrastructure works between Badgerys Creek and the Oran Park Centre via Option 6. An advanced program for rail infrastructure delivery in Western Sydney would promote optimum cost/benefit outcomes, and mitigate as much as possible any adverse impacts on existing landowners/residents/stakeholders.

Council would also seek to have Option 1 and other connections to Narellan and to the 'T2 South Line' delivered in the same timeframe.

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 Priority Growth Area road links, in terms of physical location, as well as changed travel destinations associated with the Western Sydney Airport and the broader 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.

Early delivery would also facilitate the coordination of transport and increased development densities around future station precincts.

### **Proposed Corridor Alignment – Rail Service Option 1**

While it is acknowledged that the Scoping Study does not examine a prescribed corridor alignment for the various rail service options, Council notes that future detailed planning of the route in these areas should maximise the use of existing public land, to reduce impacts on existing residential properties, and seek to reduce severance issues on individual properties.

## **Proposed Corridor Alignment – Rail Service Option 6**

Council seeks the provision of a direct link between the proposed rail service options 1 & 6 (other than via a connection point at the Western Sydney Airport site) to provide improved connectivity across Western Sydney and the broader Sydney rail network. The provision of a Y-link would promote efficient operation/use of this part of the rail network.

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.

A proposed future route from Oran Park Town Centre through to Narellan is 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 currently 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.

## **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 any future rail corridors minimise impacts as much as possible.

## Option 1: WSA to the South West Rail Link



### Key Issues for the Camden Local Government Area

#### Issue 1 – Y-link Connection Between Rail Service Option 1 & 6

- Council notes the Scoping Study does not clearly show a direct link between the proposed rail service Options 1 & 6 (other than via a connection point at the Western Sydney Airport site). 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 broader rail network e.g. East Hills line (via Glenfield). Commuters from these areas travelling to the City would need to continue to Western Sydney Airport and change trains, adding time and cost to each journey.

Identifying a 'Y-link' alignment between rail service options 1 & 6 as part of a corridor preservation project, will 'future-proof' a South West Rail Link corridor, promoting an efficient and effective rail network in Western Sydney and to/from the Western Sydney Airport.

#### Issue 2 – Rail Infrastructure Supporting Enterprise

- Rail is an organising element of economic activity, as much as placemaking, innovation and technology have become the cornerstones of the contemporary city. To grow capabilities in the service and knowledge economies, Western Sydney is required to focus on what makes it unique. An integrated approach to regional health services and medical research is already emerging. Certainty of

airport investment means aerospace and aviation research opportunities. The development and land release opportunities that result from rail investment will enable the new supply of diverse housing types in higher density locations, more liveable suburban areas and greenfield sites with an impact on Western Sydney's relative affordability.

An area of opportunity that will be enhanced (and in part made possible by rail investment Option 1) is the corridor between Leppington major centre and the Western Sydney Airport. This corridor has the potential to include strategic centres, business parks, the new Western Sydney Airport, access to regional open space and a diverse range of housing types that respond to accessibility, amenity and lifestyle needs.

People used to follow jobs and firms. In the knowledge economy these opportunities now follow the people and people follow liveable places. As previously noted, in Australia the collection of places has been defined as the 30 minute city. Advanced firms will locate where talented workers are willing or wanting to live. The quality of life and place, the amenities, ambience and facilities of cities becomes a critical competitive tool in attracting knowledge workers, who are themselves the magnets for external corporate investment and high quality growth.

Western Sydney will only do well if investment opportunities are clearly defined. Identity and reputation also matter in the next economy: city branding and communication, when done well, make the city and its opportunities more credible, visible, and attractive. Improved public transport is critical to Western Sydney's credibility on the national and global stage. Through the early delivery of rail service Option 1, improved public transport access to jobs will assist the realisation of the 30 minute city concept in Western Sydney.

### **Issue 3 – Catalyst for Investment**

- High quality public transportation, and in particular rail, has been shown to induce further investment in a region. This is because businesses and residents become better connected. Investment is often supported by developments utilising mixed use density along rail corridors such as Option 1 & 6, which in turn reduces the demand for roads and parking, allowing these spaces to be put to more valuable uses, reflecting positively on the general urban amenity. As identified for the Broader Western Sydney Employment area, significant drivers of investment from businesses, especially in peri-urban regions are:
  - proximity to major transport hubs;
  - proximity to other industrial lands; and
  - access to a ready workforce.

There are numerous studies that identify the benefits of improving accessibility in peri-urban areas through rail and other public transportation which in turn encourages agglomeration. This in turn supports increases in urban densities.

***Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW:***

- Consider identifying an additional 'Y-link' corridor connection between the proposed Option 1 & 6, 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.
- Actively pursue the early provision of rail transport via rail service option 1 – Western Sydney Airport to the South West Rail Link, integrated with the District Planning process, and ultimate land use planning elements associated with the Western Sydney Airport, as a catalyst for investment.

## Option 6: A north-south link: Macarthur-WSA-St Marys-Schofields

### Key Issues for the Camden Local Government Area

#### Issue 1 – Access to Western Sydney Airport

- It is anticipated that in the early years of operation for the Western Sydney Airport, the catchment area for passengers will primarily be Western Sydney. Indicative timing in the Airport Plan depicts stage one of Western Sydney Airport would meet passenger demand from the time of opening (mid-2020's) up to approximately the mid-2040's.

Based on these projections, in the shorter term, a rail line linking local residents to the Western Sydney Airport may provide a more worthwhile investment than an express line to the east. Therefore, Option 6 may prove a more cost effective investment in providing sustainable transport access to the Western Sydney Airport, while also facilitating access to employment, education, health services etc. in achieving integrated transport planning outcomes for Western Sydney.

#### Issue 2 – Underground link to Oran Park Town Centre and Narellan

- 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 includes 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 opened its new Administration Building. 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 for any proposed 'at-grade' corridor alignment. It is imperative that the NSW Government's previous pledge on 23 November 2015 for any rail line through this area to be underground is clearly articulated in development of Option 6.

Council recommends part of the corridor alignment identified between Leppington and Oran Park needs to ensure avoidance of 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 Priority Growth Area 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 addition to the previous points regarding the Oran Park to Narellan section, it is noteworthy that an underground line is likely to lessen the visual and severance impacts it would have to the areas between Oran Park and Narellan (i.e. Harrington Park).

### **Issue 3 – Two stage option for Bringelly to Narellan**

- Notwithstanding the recommended corridor alignment for the SWRL Extension, Council notes for consideration 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 Priority Growth Area (as expanded further upon, elsewhere in this submission).

Stage two of the SWRL Extension, from Narellan to the 'T2 South Line' (and ultimately Macarthur South), 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.

### **Issue 4 – Connection to Narellan Town Centre**

- 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.

### **Issue 5 – Narellan Sporting Precinct**

- Council has developed a masterplan and commenced construction 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 uses (hockey and rugby league), to serve as a regional precinct beyond the Camden Local Government Area. The masterplan has been adjusted on the basis of the rail corridor being close to and parallel to the Northern Road in a reduced corridor width.

## Issue 6 – Heritage Items in Future Rail Corridor

- Through identifying the recommended alignment for Option 6, 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.

### ***Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW:***

- Proceed to early corridor preservation and construction of rail service Option 6.
- Acknowledges 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.

- 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').
- Reflect that 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.
- Acknowledge that 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.
- Note that in preserving the corridor alignment, and any 'Review of Environmental Factors', that Council is consulted on heritage-related matters in contributing toward the project.

# Appendix

## Appendix – Camden Council response to Discussion Paper Questions

### 1. What is the key challenge that should be addressed by rail services for Western Sydney?



\*Additional station opportunities will be explored.

- 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 Priority Growth Area 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, such as 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. Increased densities without rail would result in increased road traffic congestion. The potential implications of this issue should warrant a concurrent review of the South West Priority Growth Area Structure Plan, ensuring that adequate planning arrangements are confirmed as part of a rail corridor preservation.

- As previously noted, the need for a review of the South West Priority Growth Area 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 Priority Growth Area, 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 Priority Growth Area. 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). This would most likely be evident in increased road congestion.

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.

***Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW:***

- In proceeding with the SWRL Extension corridor preservation project, work collaboratively with the NSW Department of Planning and Environment, in facilitating a concurrent review of the South West Priority Growth Area Structure Plan, to ensure an integrated outcome of urban and transport planning objectives.
- 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 i.e. promote early delivery as a priority. 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.

**2. What areas of Western Sydney are most in need of new or upgraded rail services? Why?**

- Council submits that the areas of Western Sydney that are directly serviced by Options 1 & 6 are most in need of new rail services. Rationale is provided by way of the resulting benefits delivered via employment opportunities. For example, given the population growth in Western Sydney, the ready labour force and the changing dynamics of demand, the health and education sector offers a great opportunity for growth. Almost 80,000 jobs are within this sector.

This is further emphasised when it is acknowledged that the innovation generation in Western Sydney is expected to grow at almost double the rate of NSW. These events will result in an increased demand for health and educational services in Western Sydney. This is evident by the number of higher educational institutions establishing a presence in Western Sydney including Western Sydney University, the University of Sydney, University of New England, the University of Wollongong and the Australian Catholic University. Given this expected growth in demand and the population growth, it is unsurprising the health and education sectors are among the most effective sectors for fostering jobs, skills and innovation.

In order to realise these opportunities, those areas serviced by Options 1 & 6 will be supported in supplementing an employment sector that contributes the highest proportion of jobs and workers in the region than any other industry.

It is also acknowledged that the existing rail network between Sydney and outer areas such as Parramatta are close to capacity and require expansion. This should not be viewed as an either/or situation, but requires a commitment to address these issues concurrently.

### 3. What rail services would help you access employment, health, business and education precincts in Western Sydney?

- To facilitate rail services ensuring access to employment, health, business and education precincts in Western Sydney it is important to re-visit the hierarchy of Centres identified in the South West Priority Growth Area Structure Plan. 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, creating sustainable options for precincts supporting employment, health, business and education; 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.
- 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 Priority Growth Area 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.*

Both Options 1 & 6 noted in the Discussion Paper would be 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*.

***Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW:***

- As part of the collaborative review of the South West Priority Growth Area Structure Plan, re-visit the hierarchy of Centres identified, to reflect any influence by Western Sydney rail options.

#### **4. What other challenges should the Scoping Study address?**

- Sterilisation of land once Western Sydney Rail options are defined highlights the 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.

In proceeding with the identification of any rail option alignments, in regard 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 landowners had previously purchased land within the South West Rail Link Extension exhibited corridor alignment, and subsequently faced degrees of un-certainty regarding interim use, securing finance etc. as a result. Coupled with other associated issues, such as a potential change in how the subject land is valued (thus having an impact on the value of Council Rates), 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.

- Investigation into a staged release of precincts, concurrently with staged construction of rail defined in Options 1 & 6. (i.e. one station and rail for every one precinct released), with a view for timely roll-out of the rail line. For example, an option of releasing a new precinct in the South West Priority Growth Area 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.
- 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 in 2014 is a welcome addition to the proposed SWRL Extension. The Maryland Precinct stands within the South West Priority Growth Area 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 Council and 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.

***Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW:***

- On reserving the preferred rail option corridors via statutory planning controls, 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.
- 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 Priority Growth Area.
- 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.

- 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.

## 5. How could governments best take an active role in encouraging greater use of public transport given the potential benefits to the environment and sustainability?

- The successful provision of integrated transport infrastructure is a key component to achieving a sustainable future for Western Sydney. As depicted in *Camden 2040*, the community's vision for the future 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 objective of Council is to realise this vision on behalf of the community, through the focus of a series of key transport objectives. These objectives are broken down into three broad categories in reflection of the intent of *Camden 2040*; that being:

- An effective and efficient road network (*Transport Objective 4.1: Roads are high quality, free-flowing and safe*).
- A variety of different transport options (sustainable transport alternatives) (*Transport Objective 4.2: We leave the car at home*).
- A transport network that promotes positive environmental outcomes (environment and transport integration) (*Transport Objective 4.3: People breathe clean air*).

Following is the exploration of each of these broad transport objectives that, when delivered, will facilitate the functional operation of Camden's extensive transport network, in support of sustaining its future population.

- The future growth for Western Sydney will provide a rare opportunity to plan for modal shifts away from car dependency and for higher-quality public transport services. The intent of our community's vision (*Camden 2040*) for planning in this area described the exploration of opportunities where "we leave the car at home".
- Early construction of options 1 & 6 as outlined in the Western Sydney Rail Needs Scoping Study, to mitigate the development of a car based culture;
- Implementation of 'Sydney's Bus Future' plan, including provision of depot facilities and various key bus/rail interchanges;

- Protection of future rail corridors and road corridors where transport projects are currently not committed;
- Integration of transport and land-use planning to promote sustainable communities e.g. active modal strategies for rail/bus/road hubs, to attract, enable and support a diversity of employment and industry types;
- Development of a transport system that actively manages the needs of an ageing population;
- Promote economic development in Western Sydney via an efficient and effective transport network e.g. freight movement;
- Planning for ancillary transport mediums e.g. taxi, community transport etc;
- Promotion of sustainable transport options, encouragement of localised travel to work, education etc. in mitigating greenhouse gas emissions;
- Implement a cycleway and shared pathway network, including both off-road (pathways) and on-road (dedicated road lanes) and a strategy to promote cycling and walking as viable transport methods.

## **6. What rail services should be delivered as the highest priority to service a Western Sydney Airport?**

- 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.

Notwithstanding Council's opposition to a second Sydney airport at Badgerys Creek (or in the Sydney Basin), there remains a significant role for the Options 1 & 6 overall north/south (SWRL Extension) connecting to an airport, as well as the Broader Western Sydney Employment Area (and the Western Line). The focus on preserving a public transport corridor for these connections should continue as the highest priority to service a Western Sydney Airport.

## **7. What other rail options should be delivered as the highest priority to service a Western Sydney Airport?**

- Council strongly supports the early provision of rail transport as the highest priority via rail service Options 1 & 6 (inclusive of a connection to the Greater Macarthur Priority Growth Area), in advance of any other rail option to service a Western Sydney Airport. Options 1 & 6 provide the most cost effective value for investment by the government; any other rail options in competition to service Western Sydney Airport may only seek to undermine the financial sustainability of this investment.

## **8. What is the highest priority rail service required for the Western Sydney region?**

- As noted previously in Council's submission, priority should be given to the early delivery of the rail infrastructure works between Badgerys Creek and the Oran Park Centre i.e. Option 6. An advanced program for rail infrastructure delivery in Western Sydney would promote optimum cost/benefit outcomes, and mitigate as much as possible any adverse impacts on existing landowners / residents / stakeholders.

Council would also seek to have Option 1 and other connections to Narellan and to the 'T2 South Line' delivered in the same timeframe. This should be part of a focus on the delivery of a complete north/south link to connect the whole of Western Sydney.

## **9. What other rail options should be considered in this study to service other parts of the Western Sydney region?**

- 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 needed 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.
- It is noted that a number of high speed rail options have been promoted over time. It is suggested that some planning be undertaken to ensure that the current rail options being considered do not sterilise future decisions on high speed rail options.

***Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW:***

- As part of the SWRL Extension corridor preservation project, conduct 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, 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.

**10. Should rail services to a Western Sydney Airport be prioritised over services to other Western Sydney locations? Why?**

- Further to the points raised in Council's response to question 12 concerning the importance/priority of rail travel to/from Western Sydney Airport versus other Western Sydney location, the following is noted.

The Western Sydney Airport will have a significant impact on Western Sydney; with significant environmental, economic, and social impacts. It will shape Western Sydney's future. This includes the Camden local government area. Consequently, rail services to the Western Sydney Airport and the Camden local government area (via Options 1 & 6) overall north/south link should be the priority. Without early planning/delivery of this infrastructure, Sydney will be destined to repeat adverse infrastructure planning outcomes experienced in the past.

### **11.If a rail connection is provided to the proposed Western Sydney Airport, should it be provided when the airport opens or when there is sufficient demand?**

- As noted previously in Council's submission, it is anticipated that in the early years of operation for the Western Sydney Airport, the catchment area for passengers will primarily be Western Sydney. Indicative timing in the draft Airport Plan depicts stage one of Western Sydney Airport would meet passenger demand from the time of opening (mid-2020's) up to approximately the mid-2040's.

Based on these projections, in the shorter term, a rail line linking local residents to the Western Sydney Airport may provide a more worthwhile investment than an express line to the east. Therefore, Option 6 may prove a more cost effective investment in providing sustainable transport access to the Western Sydney Airport, while also facilitating access to employment, education, health services etc. in achieving integrated transport planning outcomes.

Option 6 is supported for delivery at the same time as the Western Sydney Airport.

Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW Proceed to developing a benefit-cost analysis for early corridor preservation and construction of rail service Option 6.

### **12.Is it more important to be able to travel (by rail) to the proposed Western Sydney Airport or to other locations in Western Sydney? Why?**

- In keeping with the key issues advocated throughout Council's submission, the importance of travel via rail to the Western Sydney Airport versus other locations in Western Sydney must be assessed against the very criteria and objectives set out in the governments Scoping Study document. In doing so, a structured evaluation framework will optimize any return on investment in infrastructure to the greater benefit of Western Sydney.

Over the next 20-30 years Western Sydney's shape and structure will have been realised and essentially locked-in. The location of the population and the jobs they perform will have become fixed, with options for getting to work the result of projects such as this Scoping Study. If our population do not have reasonable jobs choices within manageable travel distances from their homes, then prosperity cannot be guaranteed under circumstances where people have poor jobs access: economic efficiency and productivity depend heavily on mobility, on having access to resources and workers, and being able to get products to market.

Meeting these challenges requires holistic rail infrastructure investment to Western Sydney, with a priority focus on Option 6 via the north/south link.

### 13. What other assessment criteria should the Scoping Study consider?

- There presently exists an opportunity for concurrent consultation with key stakeholders on both the Western Sydney Rail Needs Scoping Study and drafting of new District Plans for Western Sydney.

Whilst Council acknowledges drafting of the District Plans is beyond the remit of the Department of Infrastructure & Regional Development and Transport for NSW, reference to the District Planning process in the Discussion Paper acknowledges a need for an integrated planning approach in Western Sydney.

This issue could largely be addressed through an appropriate land-use strategy to accompany the identification and delivery of the rail options for Western Sydney. 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 Priority Growth Area Structure Plan Review currently being undertaken), have revealed the potential for the identification of the release sequence of South West Priority Growth Area precincts. This review provides an ideal opportunity to align the phased release of South West Priority Growth Area precincts with that of the delivery of the preferred Western Sydney rail options. 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.

- There is a significant transport disadvantage in Western Sydney compared to Eastern Sydney. There is a need for early delivery of a transformative, holistic

approach to Western Sydney, providing early access to jobs, health, education as soon as possible.

***Council recommends that the Department of Infrastructure & Regional Development and Transport for NSW:***

- Work in conjunction with the NSW Department of Planning & Environment and Council (and other stakeholders) in drafting the District Plan, concurrently with the assessment of Western Sydney rail needs as per the Scoping Study. 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.
- As part of the further investigation into the rail options for Western Sydney, 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.

**14. How do you think rail services in Western Sydney should be funded?**

**a. Government funding**

**b. Value sharing**

**c. User pays**

**d. A combination of the above**

**e. How else could future rail services be funded?**

- It is acknowledged that the issue of funding new rail services in Western Sydney will be complex, and require a considerable degree of courage/commitment from all stakeholders in achieving its delivery.

Notwithstanding, Council is of the view that item '*d. a combination of the above*', would present as the most equitable and likely achievable financial outcome. With regard to government funding, this would include both Australian and NSW Government involvement; an extension of the Australian Government's Western Sydney Infrastructure Plan initiative, as well as the Western Sydney City Deal announced on 21 October 2016, are prime opportunities to realise this arrangement.

While value sharing and user pays remains an ongoing point of contention for major infrastructure investment, the option of public/private partnerships is a salient point as it relates to rail lines. The example of rail access to Kingsford Smith Airport funded via such an arrangement has demonstrated in part a

mitigation of its effectiveness by way of result. The significant additional rail fare cost to access the airport, compared to adjacent parts of the same rail network, has demonstrated that price point does influence passenger behavior. A repeat of this situation at the Western Sydney Airport would impede growth of a sustainable transport network in Western Sydney, meaning many of the aspirational economic, social, environmental etc. goals may not be realised.