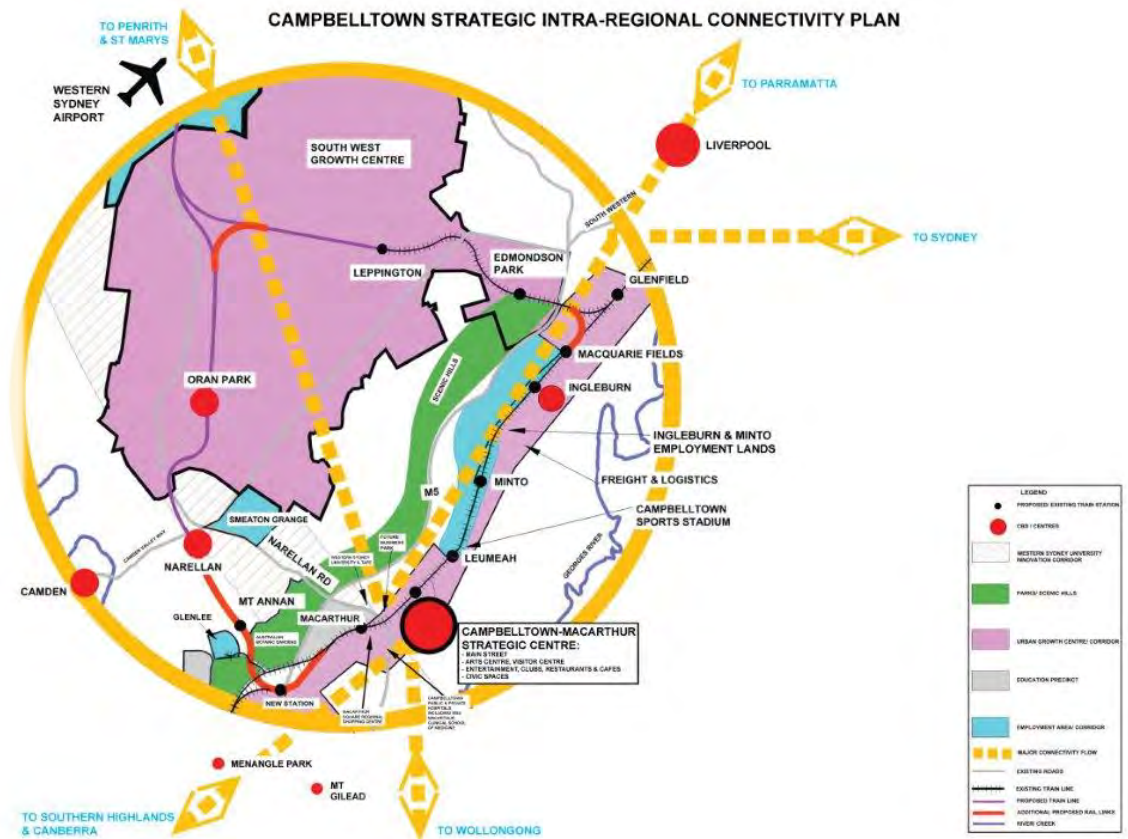


Submission on the Western Sydney Rail Needs Scoping Study Discussion Paper



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EXECUTIVE SUMMARY

Campbelltown City Council supports Option 6 (“Extended”) from the Western Sydney Airport linking to the South West and extended through to Rouse Hill in the north. However, instead of a ‘stand-alone shuttle’ as described in the Western Sydney Rail Needs Scoping Study, Campbelltown City Council (Council) has commissioned a study detailing a proof of concept for the extension of the proposed southern portion of Option 6 through Narellan and looping through the proposed new land release area at Menangle Park, south of Campbelltown-Macarthur Regional City Centre, and linking back up to Macarthur station. This would enable exponentially increased connectivity to the Western Sydney Airport and the Western Sydney “Aerotropolis” as proposed by the Greater Sydney Commission, the Broader Western Sydney Employment Area, Western Sydney Science Park, St Marys/Penrith as well as the North West Growth Centre and other economic/employment nodes. Council refers to this as “Option 6 extended”.

INTRODUCTION

The Western Sydney Airport will be a major catalyst for growth and development in Sydney’s west and south west. It will create jobs, growth and new industries, as well as provide an economic flow on impact for existing and emerging industries. The recent announcements around the Greater Sydney Commission’s “Three City” metropolitan planning model brings forward the need for the Western Sydney Rail Scoping Study to recognise the importance of connecting Western Sydney (importantly being understood to include the South –West) with this Aerotropolis.

Western Sydney will experience, major urban growth both in terms of residential and employment capabilities. This has been articulated in a number of state and local position papers including A Plan for Growing Sydney. Achieving a desirable, sustainable liveable outcomes will require a greater integration and connection of residential and employment destinations. The government stated desire for a “30 minute city” will require additional connectivity between and within Western Sydney. The preferred option of 6 (extended) supports and reinforces the potential of Western Sydney to deliver on housing, population and employment numbers whilst supporting a liveable city.

Council has prepared a infographic plan illustrating the strategic importance of improving linkages to and within the West and WSA. This graphic plan; the **Campbelltown Strategic Inter-Regional Connectivity Plan** (below) demonstrates and highlights the linkages and potentials that could be obtained by supporting Option 6 Extended. This plan shows demonstrates the need to improve linkages throughout the west including a north-south rail linkages to exponentially improve regional connectivity from and to major employment and residential hubs and the new WSA.

Campbelltown as the epicentre of a rapidly expanding South-West Sydney has significant existing and planned employment areas with some significant precincts clustered around health, education, business innovation, advanced manufacturing and retail. These precincts can assist in delivering the employment numbers required by government.

The three regional city centres of Campbelltown-Macarthur, Liverpool and Penrith will provide the strategic centres of population, housing, medical, education, recreation and other services opportunities

for their growing regional populations. This population has the potential to form a significant proportion of the workforce to build and service the airport and the associated economic growth and smart jobs within the proposed Western City Aerotropolis.

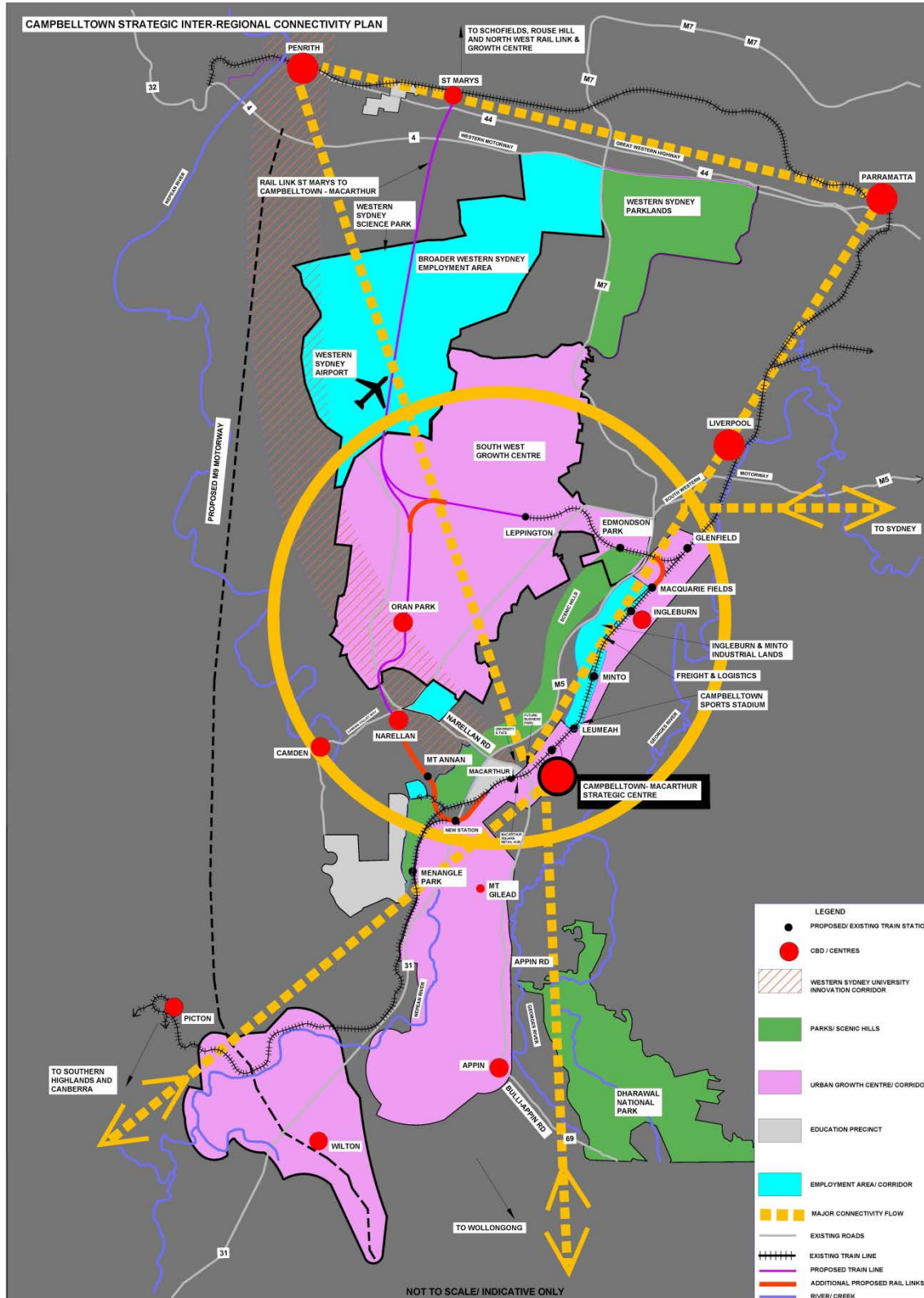
This submission is divided into two parts:

- Part 1 provides overall feedback to Government on the Western Sydney Rail Needs Scoping Study – Discussion Paper.
- Part Two provides details supporting Campbelltown City Council's case for a north-south rail link. In order to fully unlock the potential to create an employment focused, liveable western Sydney a number of additional linkages on the existing and already proposed lines is proposed. These will be outlined within the submission.

Council's submission addresses the strategic assessment criteria that the Government has indicated will be used to assess and determine the most appropriate option for the airport rail connection, namely:

- connectivity and city shaping
- productivity
- social inclusion
- customer focus
- environmental sustainability.

The Government has also established other Assessment Criteria including: Network Capacity, Financial Sustainability, Delivery Risk and Safety. These criteria are considered to be operational in nature and whilst equally important to the strategic criteria, are matters for rail network planning and delivery.



PART ONE: THE DISCUSSION PAPER - COMMENTS AND SUGGESTIONS

OVERVIEW

Council appreciates the opportunity to be able to present its response to the public exhibition of the Western Sydney Rail Needs Scoping Study and commends the Federal and NSW Governments on taking this important initiative.

The future of Sydney as Australia's premier global city relies to no small degree on the success of planning and delivery of integrated land use and transport solutions for Western Sydney, a substantial component of which is the South West Growth Corridor that encompasses the Macarthur Region.

The Southwest District is earmarked to accommodate the most extensive future urban growth compared to any other district within the Greater Sydney area.

Coupled with the emergence of the Western Sydney Airport as a primary driver of future economic and employment development in Western Sydney and as the focus of the growth of a new urban city centre supported by surrounding regional city centres such as Campbelltown-Macarthur, the significance of integrated transport connectivity linking the south-west with broader Western Sydney must not be underestimated.

This is particularly relevant in terms of long term transport corridor preservation and importantly, delivering better access to jobs, services and facilities for the often forgotten about south west community, as well as driving the creation of new economic and employment initiatives, that have historically been focused in other parts of Sydney.

Overall, Council is concerned for the Western Sydney Rail Needs Scoping Study to address the metropolitan imbalance that has historically denied, and which has the potential to continue to disadvantage, people living and working in South-West Growth Corridor.

The very recent execution of a Memorandum of Understanding between the Federal and NSW Governments over a new City Deal for Western Sydney is exciting, and the commitment to genuinely engage with local government across Western Sydney, including Campbelltown City Council, presents all levels of government with a once in a lifetime opportunity.

Council looks toward the City Deal to renew a holistic focus on the *achievement* of integrated strategic outcomes that can drive economic and social gains in the South -West thereby building greater community capacity, resilience and sustainability in the face of the extraordinary future urban and population growth that is earmarked for the corridor.

The City Deal must address the issue of transport connectivity across Western Sydney in order to harness and distribute more equitably, the opportunities that stand to be afforded by future urban growth and the Western Sydney Airport. Together, these two seminal influences must be carefully managed to extract maximum benefit for Western Sydney, including the South-West.

The key challenges for the Rail Needs Scoping Study are multiple. The Study must look to identifying and committing to actions that establish transport connectivity to improve economic efficiency, create new employment opportunities, and enhance liveability in the South-West. This can be accomplished by:

- directly linking current and designated urban growth areas to existing and future nodes of economic and employment activity throughout the South-West, within a travel-time threshold of no more than 30 minutes
- directly linking existing and future nodes of economic and employment activity within the South-West to each other, and in particular with strategic city centres such as Campbelltown-Macarthur, the Western Sydney Airport, the Broader Western Sydney Employment Area, and industry hubs such as Ingleburn and Minto
- more efficiently linking the South-West Growth Corridor with the Parramatta CBD.

Council has reviewed the Rail Needs Scoping Study and would like to raise a number of concerns over the document itself. However, at the same time Council would like to present a suggested series of recommendations for the Government's serious consideration and response, including proposals for rail enhancements that have not specifically been raised in the Study but which would in Council's view, help our existing and future community to better access employment, health, education and business precincts in the South West and across broader Western Sydney.



ISSUES OF CONCERN WITH THE WESTERN SYDNEY RAIL NEEDS SCOPING STUDY:

A. THE GREATER MACARTHUR PRIORITY GROWTH AREA

The Scoping Study Area does not include the Greater Macarthur Urban Land Release Precincts nor the proposed Wilton New Town as recently exhibited as part of the Greater Macarthur Priority Growth Area package, and originally mooted by the NSW Government in 2015.

These areas will account for a total urban development yield in the order of approximately 70,000 new dwellings or up to approximately 200,000+ people, with planning work well underway and first land releases expected by early 2017.

It would appear to be a major flaw in the Scoping Study's understanding of the scale of future population growth in the South-West Growth Corridor, and no formal reference is made anywhere in the Discussion Paper to the recently announced Greater Macarthur Priority Growth Area, which does not only include the Greater Macarthur Urban land Release Precincts but also the Glenfield to Macarthur Priority Urban Renewal Corridor.

This is very disappointing and does little to reassure the Council that the South West's transport needs are prepared to be considered properly as part of the Western Sydney Rail Needs Scoping Study, despite statements made in the Discussion Paper including:

- *'Understanding and planning for where people will live and work across Sydney and how these places are connected to each other, will influence Western Sydney's long term success'*
- *Figures 3 and 4 show population density across the Greater Sydney metropolitan region in 2016 and the projected increases to population densities by 2051. These maps show that Sydney's west, north west, and south west areas will experience significant population density increases.*

This growth in Western Sydney's population presents two broad transport challenges:

1. *Ensuring the transport network has the capacity to support population growth in established areas*
2. *Ensuring transport services are integrated with the planning of new land releases and areas of urban renewal'*

It is almost embarrassing to see that Figure 4 concerns itself with estimated population densities for areas including Dee Why, Brookvale, North Sydney, Sydney, Bondi Junction, Randwick and Port Botany, notwithstanding the Discussion paper is expected to focus on the rail needs of Western Sydney. The omission from Figure 4, of areas south of Campbelltown-Macarthur including places such as Menangle Park, Gilead, Wilton New Town, Picton as well as recently nominated (by Planning NSW) future urban release areas is extraordinary and suggests the Study is not concerned with the existing and future transport needs of these communities.

Further, It is not lost on Council that Figure 5 does not include the Glenfield to Macarthur Priority Urban Renewal Corridor Greater despite that corridor being estimated to accommodate in the order of 20,000 new jobs. Council would appreciate advice as to why this important and Government announced urban housing and employment initiative is not depicted under the Map “Western Sydney Growth Precinct Areas” nor referred to on page 12 along with other nominated employment sites.

B. STRATEGIC CONNECTIVITY AND THE “THREE CITY” METROPOLIS MODEL

The recent announcement by the Greater Sydney Commissioner – Ms Lucy Turnbull of the Commission’s vision to establish a “three city” metropolitan city model for Sydney does not appear to have been taken into account by the Western Sydney Needs Study to any clear and significant degree.

A copy of a map depicting the Commission’s Three City Model appeared in the Parramatta Holroyd Sun on 20 October 2016.

The Sydney Morning Herald on 20 October 2016 reported:

“The chief of the agency charged with reshaping the city, the Greater Sydney Commission, said Australia’s most populous city should be “reimagined” as three great cities – what she has termed the Eastern Harbour City, Central Parramatta River City and the Western City near the “

In addition, the Daily Telegraph reported on October 26, 2016:

A NEW city in Badgerys Creek is part of a triple-pronged approach to making Sydney the “liveable, loveable” capital of the Southern Hemisphere.

In last week’s Bradfield Oration, Greater Sydney Commission chief commissioner Lucy Turnbull described a vision for three cities – western, central and eastern – where people could live within 30 minutes of where they work, study and play.

“Focused on the new Western Sydney Airport, we think a greater ambition for the west of Sydney is greatly needed,” Ms Turnbull said.

“This will not be a city as we know it in Sydney, and it will not rise from a desert like Dubai in the UAE, but it will build on ... the string of pearls – Camden, Campbelltown, Liverpool and Penrith.”

Ms Turnbull said ad hoc planning and “hoping for the best” would not suffice for the western city.

“A co-ordinated approach to delivering city-scale economic, social and environmental outcomes is required,” Ms Turnbull said.

“Focusing on a west city will allow us to ensure the resources we need ... go to the most vulnerable in the west and also to where the population is growing at the greatest rates.”

Whilst the Western Sydney Rail Needs Scoping Study places special emphasis on transport solutions that support the strengthening of Parramatta, little mention is made specifically of the need to focus transport solutions that build connections to support the new Western City Hub - the “aerotropolis”, especially connections from population growth areas and economic nodes located in the Campbelltown LGA including the Greater Macarthur Priority Growth Area. This anomaly must be addressed as a matter of the greatest urgency to encourage greater alignment between transport and land use planning imperatives.

The Greater Sydney Commissions “string of pearls” city model will depend on strategic, well-defined, direct and efficient connectivity between the regional city centres of Campbelltown-Macarthur, Penrith and Liverpool with each other and with the “Western Sydney Aerotropolis City.”

This is what will drive Western Sydney’s future economic and employment success, build on the opportunity offered by the new Western Sydney Airport, and redress a long history of CBD and Parramatta Centric transport planning that has disadvantaged the South west community for many years – in terms of access to higher order services and facilities and much needed access to employment opportunities located both within the south west and to those jobs located elsewhere in Sydney.

The current connectivity between South-West Sydney and the newly proposed Western City is sadly lacking and the failure of the Rail Needs Scoping Study to draw out the significance of and effectively respond to this new approach to planning for the future growth and development of Western Sydney is problematic in so far that the strategic transport planning required to support the new land use planning model is not recognised.

This “transport disadvantage” suffered by the South West, and what is suspected to continue to be the case, is reflected in the Discussion Paper’s dialogue focusing on “Sydney’s Bus Future”.

A point is made of the Government’s “Rapid Bus Network” that will support the growth of the region over the next 15 years, and that planned rapid routes will focus on trips between:

- Liverpool - Western Sydney Airport- Penrith
- Parramatta – Western Sydney Airport
- Rouse Hill-Penrith
- Blacktown-Hornsby
- Castle Hill to Parramatta.

Unfortunately, the Campbelltown community is not planned to benefit from a similar level of service, and the absence of any such planned strategic connectivity between Campbelltown-Macarthur to the Western Sydney Airport (including presumably the “Aerotropolis”), the Broader Western Sydney Employment Area, and Penrith is not acceptable.

The Discussion Paper finds that:

“Analysis indicates that passenger demand for a western Sydney airport would mostly come from the Western Sydney Region, in the early years of the airports operations, providing western Sydney residents faster and easier access to aviation services”

Council would concur with the paper's statement and hence the added need for the South West community to be able to enjoy direct access to the new Western Sydney Airport. Given the extensive population growth to be accommodated in the Greater Macarthur Priority Growth Area and at Wilton N1ew Town, a significant market for Western Sydney Airport could be expected to be drawn for the South-West.

The issue of strategic inter-regional connectivity is also an important one as far as access to the Western Sydney Airport, the new Western Sydney Aerotropolis, and the regional city centres throughout Western Sydney such Campbelltown-Macarthur. This has the capacity to generate additional wealth and investment in Western Sydney and drive new job creation, leveraging in particular against the demands from other regions such as the Illawarra and the Sydney-Canberra Corridor. Hence, Council is surprised to see the map at Figure 13 does not recognise any strategic connection (in terms of aviation catchment) between the Western Sydney Airport and the Illawarra as well as Sydney Canberra Corridor regions.

This connectivity between the Illawarra, the Sydney - Canberra corridor is strategically important to the economic development of the South-West.

The Discussion Paper's expose on Sydney's Rail Future is as equally disappointing and only serves to exacerbate Council's and the South-West community's concern that notwithstanding the extraordinary future urban growth that is slated for the south west, the need to accommodate the Greater Sydney Commission's "Western City construct", and that access to the economic and employment benefits that stand to be gained in the South West from greater connectivity, it is seemingly not important.

Table 2 on Page 20 of the Discussion Paper articulates the five stages of Sydney's rail future. Disappointingly, that Table makes no reference to:

- the South-West's access to a rapid transit system
- no reference to any proposed connection of the south west rail link extension between Narellan and Campbelltown-Macarthur
- no construction of the south west rail link extension
- no reference to investigations over the electrification of the T2 Southern Line to Menangle Park.

It is of interest to Council that the Discussion Paper heralds a range of rail initiatives that benefit less remote, more developed places located elsewhere in metropolitan Sydney that already enjoy enhanced spatial accessibility to services, facilities and jobs that people living in the South-West growth corridor don't. Such initiatives include:

- Sydney Metro Northwest
- Sydney Metro City and South-West
- investigations into the potential extension of the metro rail from Bankstown to Liverpool
- Parramatta Light Rail.

Council considers that the case for a better and fairer distribution of strategic transport infrastructure investment across metropolitan Sydney to enhance access for communities living in the South West should be a priority for the NSW Government.

C. FUTURE PROOFING – CORRIDOR PRESERVATION

This is a particularly frustrating issue for Campbelltown City Council.

The following statements made in the Discussion Paper are unambiguous and enjoy the full support of Council:

“The NSW Government is planning ahead by preserving corridors for future additional public transport services in Western Sydney...A preserved corridor provides certainty for communities, businesses and landowners about how the land will be used in the future and reduces the cost of providing infrastructure in the long term”

“The NSW Government is preserving a public transport corridor in Sydney’s south-west to provide a north-south connection through the South West Priority Growth Area and the Western Sydney Employment Area, including the proposed Western Sydney Airport. The extension corridor is proposed to connect Leppington Station to Bringelly and then head in two directions: north to the T1 Western Line near St Marys; and south to Narellan.

The NSW Government is also considering the possibility of extending the corridor further south to the existing T2 Inner West and SouthLine. To date, the NSW Government has consulted extensively with local communities about these plans and sought their feedback on the alignment of the rail corridor.

While the South West Rail Link Extension may connect to the proposed airport, the NSW Government anticipates that this extension will be needed regardless of the airport to support population growth in Sydney’s south-west”

There has been extensive community consultation by Transport for NSW over the extension of the south west rail link, including the possibility to connect rail from Narellan to Campbelltown-Macarthur. This is a strategic connection, and is consistent with the principles of:

- Linking the future Greater Macarthur Urban Land Release populations directly with the Western Sydney Airport and the Broader Western Sydney Employment Area.
- Linking the South West Growth Centre community with the Campbelltown -Macarthur Regional City Centre including Macarthur Square Regional Shopping Centre, Campbelltown Public and Private Hospitals, Western Sydney University, Campbelltown College of TAFE, Campbelltown Sports Stadium, and the Campbelltown Arts Centre.

- Linking the Campbelltown - Macarthur Regional City Centre with the Penrith Regional City Centre, the Western Sydney Airport and proposed Greater Sydney Commissions Western City Aerotropolis, the Broader Western Sydney Employment Area.

Critically, there is an opportunity within the Campbelltown LGA to plan for and secure corridors for the SW Rail Link extension, and opportunity to work with Council to co- ordinate land use planning that could facilitate these connections, before extensive urban development proceeds. Council demands an explanation as to why this critical corridor cannot be supported by Government? The strategic case for supporting the extension of the proposed South West Rail Link extension from Narellan to Campbelltown-Macarthur becomes clearer upon closer inspection of Figure 7 that depicts the geographical inequity. The map shows a direct rail connection between St Marys/Penrith, to Western Sydney Airport, but not from Campbelltown – Macarthur.

D. TRAVEL DISTANCES AND THE SOCIAL EQUITY DIMENSION OF ACCESSIBILITY

Appropriately, Chapter 5 the Discussion Paper speaks to the issue of “Rail Demand in Western Sydney”, and highlights the likelihood that the existing rail network will be significantly constrained from 2030 onwards.

As admitted by the Discussion Paper, residents of Campbelltown travel an inordinate number of vehicle kilometers compared to other people in Sydney. For instance, the number of kilometres travelled in Campbelltown is double that number travelled by people residing in eastern and inner Sydney...clearly a reflection of the higher level of accessibility to services, facilities and jobs in those areas, not only brought about by the geographic concentration of such opportunities but also the prevalence of transport options available at those locations.

It is not surprising that there is a correlation between these vehicle travel distances and travel times that are spent by people to access these services and facilities and jobs.

If the existing vehicle kilometers travelled in Campbelltown is of a concern to Government, and given that existing rail network capacity is set to fail beyond 2030, then why is proper consideration not due to be given to the implications of significant urban growth to be experienced in the South-West corridor especially when much of that growth would have either been taken up by 2030 or set to accelerate at that time?

Figure 10 on page 26 of the Discussion Paper projects the performance capacity of the Sydney train network at 2051 in the event that no additional investment was to be made in that network. Both unfortunately and disappointingly, the map at Figure 10 does not reflect the existing Sydney Trains network that extends southwards of what appears to be Minto.

Council finds it unbelievable that if no additional investment is made in the T2 south line there is still likely to be “space available standing or seated”, especially in light of the additional capacity for population growth that stands to be delivered in the Greater Macarthur Priority Growth Area and Wilton New Town.

Can Council please be reassured that this prediction which implies 'no problems' has taken proper account of future urban growth in these areas and the propensity of this population to access the T2 southern line to link to Campbelltown/Macarthur and beyond including, Liverpool, Parramatta, and the Sydney CBD.

This situation is likely to only worsen, in terms of passenger capacity and comfort, should no additional investment be made in connecting Campbelltown-Macarthur to the South West Rail Link via Narellan, and on to the Western Sydney Airport and the Broader Western Sydney Employment Area.

The Discussion Paper admits that:

"Increasing numbers of residents without access to rail will rely on the road network for travelling to work and other key destinations. This will result in greater congestion and longer journey times"

Already the level of congestion experienced in the regional road network in and around the Campbelltown-Macarthur precinct in particular, is well understood by Council, the Macarthur community, businesses and a range of government agencies. Major congestion already occurs on Narellan Road in particular, in light of an absence of adequate road connectivity with the South West Growth Centre, and importantly the absence of the extension of the South West rail link from Leppington to Campbelltown/Macarthur via Narellan.

E. CONNECTING WESTERN SYDNEY TO WESTERN SYDNEY AIRPORT

The Discussion Paper concedes that:

"...an initial airport rail service may need to connect to other employment and housing areas in Western Sydney to provide the patronage, economic benefit and the frequency required for a major investment in rail. If a rail service to and from the proposed airport in the initial years of operation is not part of an existing suburban rail line and is a dedicated airport rail connection, it may not meet passenger needs.....Making an investment in an airport rail service therefore must consider both the rail needs of the broader Western Sydney region and the proposed airport."

Many Western Sydney residents must currently travel outside of the region for work, particularly for higher-income, knowledge-based jobs. While connections to the Sydney CBD will continue to be vital, improving transport connections across Western Sydney to residential areas, commercial and business precincts, university and health precincts as well as a Western Sydney Airport will help to unlock Western Sydney's full economic potential.

Better integration between land use and transport planning is essential to ensure that people have a greater range of options for where they live and work and to increase the efficiency and competitiveness of the region."

Council wholeheartedly agrees with these conclusions and sees the South-West as clearly demonstrating by example, the critical need to ensure that communities, including new communities in Western Sydney, are connected to the airport and other nodes of economic activity within and beyond the region. This integrated land use, transport and economic development planning principle, underpins much what is trumpeted in "A Plan for Growing Sydney" as being the guiding philosophy that must underpin metropolitan scale strategic planning.

Council is hopeful that this overarching principle is fairly and evenly applied to South West Sydney in deciding plans and priorities for future investment in transport infrastructure. To deny Campbelltown and the South-West any fair and reasonable degree of connectivity to the Western Sydney Airport and other nodes of economic activity, particularly in Western Sydney, at the expense of investment elsewhere with lesser need, would be unacceptable and only serve to demonstrate an unpreparedness to recognise and address the social injustice that continues to prevail over this community.

Indeed, as the Discussion Paper concludes:

"Further investment in transport infrastructure will be needed to support the growing population, to bring jobs closer to homes and over time, to support passenger growth at the proposed Western Sydney Airport"

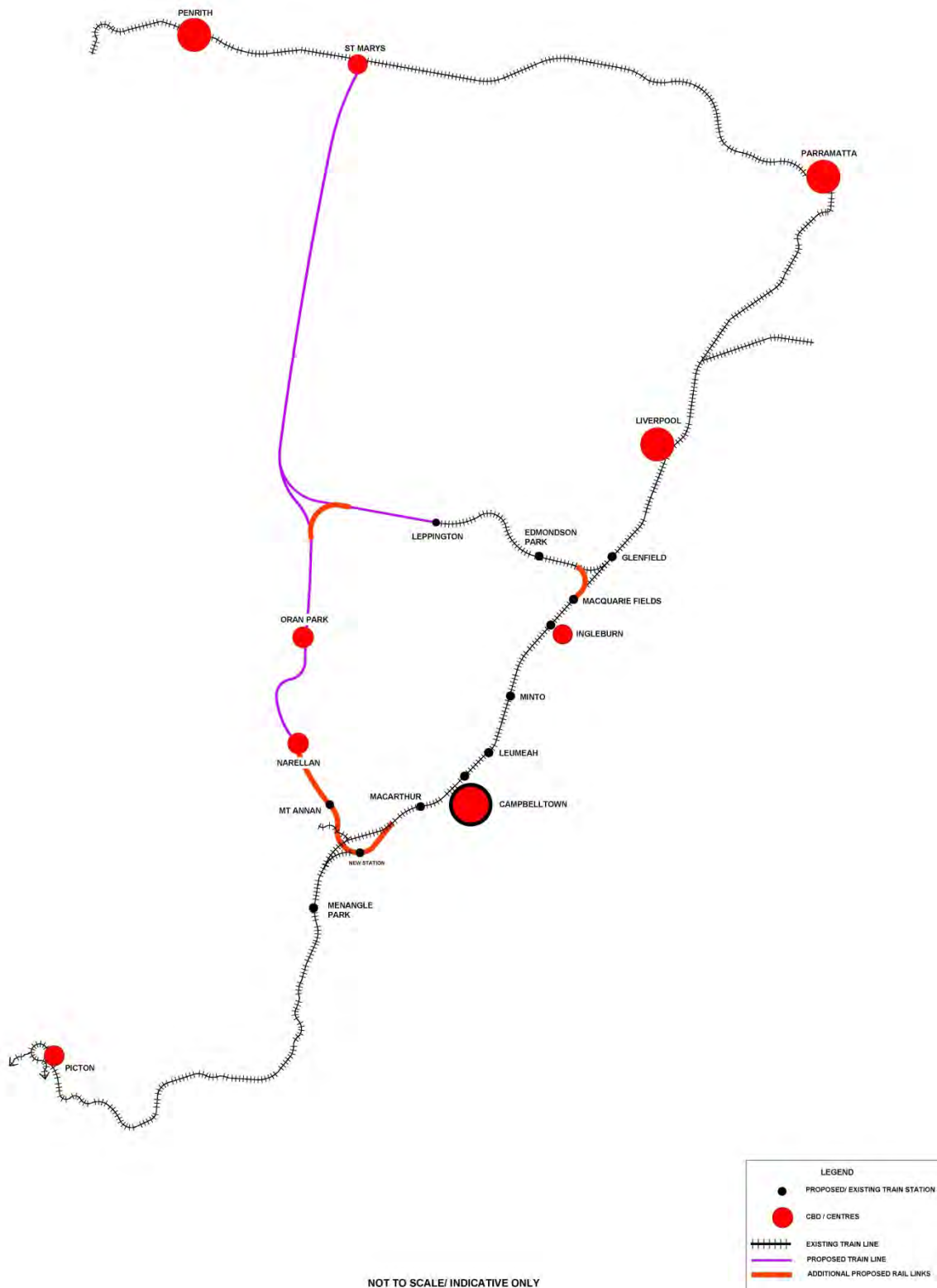


PART TWO: COUNCIL'S PREFERRED OPTION

Council's preferred option is Option 6 but incorporating (in order of priority):

- construction of a connection from the T2 Southern Line to the proposed South West Rail Link extension at Narellan via a proposed relocated Menangle Park station as per the sketch plan shown as attachment 1. To this submission. This proposal should incorporate provision for the required stabling of a limited number of trains as well as a turn back facility.
- planning and construction of Option 1 linking with the existing South West Rail line at Leppington
- construction of a new "Y" junction connector between the T2 Southern Line and the existing South West Rail Line located between Edmondson Park and Macquarie Fields stations shown as attachment 2 to this submission
- planning and construction of a "Y" junction connector between the north heading and south heading legs of the proposed South West Rail Link extension just west of the proposed station at Rossmore attachment 3
- extension of Option 6 connecting to Rouse Hill and the North West Growth Centre.

Campbelltown City Council's Preferred Rail Option



Council has also undertaken a body of work to examine an extension of the electrification of the T2 Southern Line beyond Macarthur station, south to a possible and relocated new Menangle Park station with further opportunity to extend this rail line to Spring Farm and onwards to the proposed new rail station at Narellen (as depicted in the South West Rail Link Extension work undertaken by TfNSW in June 2015). The draft submission also highlights the importance of supporting the extended rail network with a satellite commuter car parking station at Gregory Hills with the capacity to accommodate 1800 cars and a shuttle bus service to bring commuters into Campbelltown and Macarthur stations.

Council, again with the assistance of suitably qualified consultants, has undertaken some preliminary investigation and costing associated with this proposal. This information can be provided if required. . In respect to this proposal, Council has commenced discussions with the major new land owner of over 500 hectares of land within the Menangle Park Urban release Area and which includes the site suggests for the possible new and relocated rail station. This land owner has indicated interest in the proposal and has indicated a preparedness to work with Council (and Government if interested) to further this idea and explore possible funding models.

In relation to the implementation of Option 1, Campbelltown City Council submits that there is significant merit associated with improved connectivity to the T2 Southern Line, the Glenfield to Macarthur Priority Urban Renewal Corridor, the Ingleburn and Minto Industrial Areas and on to the Campbelltown-Macarthur Regional City Centre, facilitated by the construction of a new “Y” junction connection between Edmondson Park and Macquarie Fields stations.

If Government was to proceed with Option 1 as detailed in the Scoping Study, commuters travelling between the proposed Western Sydney Airport and the series of rail stations from Macquarie Fields through to Macarthur would be required to change service at Glenfield station. Council’s proposal for a “Y” junction would allow uninterrupted service between the Western Sydney Airport and the Campbelltown-Macarthur Regional City Centre. This new service would complement the Western Sydney Airport to Sydney CBD service that the Option 1 provides for.

Council has commissioned a preliminary rail engineering analysis, complete with QS for this proposal. Further information on this can be provided if required. Council would be able to expand on this proposal once the preferred options shortlist is announced, should such list include Option 1 as a priority.

Campbelltown City Council believes that this north-south rail link, with an additional link from the Western Sydney Airport to connect with the existing South West Rail Line at Leppington and two new ‘y-links’- one attached to the South West Rail Line at Glenfield and the other attached to the planned extension of the South West Rail Link just west of the proposed Rossmore Station linking the northbound and southbound extension legs, is an optimal solution worthy of further and serious consideration by the Government. The **Campbelltown Strategic Inter-Regional Connectivity Plan** demonstrates and highlights the linkages and potentials that could be obtained by supporting Option 6 Extended. This plan demonstrates the need to improve linkages throughout the west including a north-south rail linkages to exponentially improve regional connectivity from and to major employment and residential hubs and the new WSA.

Altogether, this rail solution creates extensive connectivity and an efficient accessibility solution that serves to both enhance the South West's connectivity to the Western Sydney Airport and other key economic and employment nodes elsewhere in Western Sydney.

This is in effect a combination of Option 6 as the main spine, combined with Option 1 enhanced with additional connectors. This is considered to be the most appropriate and valuable option for a Western Sydney Airport Link, as it connects a wide range of existing infrastructure and places and provides the framework for new innovation-based and employment generating activities.

THE BUSINESS CASE FOR COUNCIL'S PREFERRED OPTION (WITH ENHANCEMENTS)

Western Sydney will experience, major growth both in terms of residential and employment capabilities. Achieving a desirable, sustainable liveable outcome will require a greater integration and connection of residential and employment land uses. The government stated desire for a "30 minute city" will require additional connectivity between and across Western Sydney.

Existing rail linkages in Sydney are radial in nature and at present are focused on an east-west alignment. This must be addressed to ensure full capacity building and leveraging associated with the new Western Sydney Aerotropolis as proposed by the Greater Sydney Commission. Council signals the need for a new north-south rail link between Campbelltown-Macarthur and St Marys, to be extended to the North West Growth Centre and Rouse Hill.

This north-south link should integrate with the existing and proposed South West Rail Link Extension that has previously been announced by the Government.

Very importantly, Council confirms its historic position, that the need to connect the existing South West Rail Link extension from Narellan to directly link with the T2 Southern Line and the Campbelltown - Macarthur Regional City centre. This connection would assist in generating greater patronage as residents could access greater number of potential economic nodes/employment hubs (existing and planned new/ redevelopment).

The benefits to jobs growth and economic development associated with the development of a north-south rail corridor can be demonstrated for all Western Sydney councils. Increasing and leveraging jobs growth throughout the west – where connectivity is at present lacking, will have real and demonstrable flow on impacts.

The achievement of greater connectivity between and across Western Sydney will be a key driver in achieving the polycentric city model and the "Three Cities" metropolitan paradigm. To achieve sufficient employment and residential opportunities within a 30 minute commute will necessitate greater north-south connectivity. This in turn will enable access to and from where people live, and economic nodes/employment hubs.

The **Campbelltown Strategic Inter-Regional Connectivity Plan** demonstrates and highlights the linkages and potentials that could be obtained by supporting Option 6 Extended. This plan demonstrates

the need to improve linkages throughout the west including a north-south rail linkages to exponentially improve regional connectivity from and to major employment and residential hubs and the new WSA.

In line with the Government's stated policy, a North-South rail connection extending into the Campbelltown LGA via the proposed South West Rail Link extension through Narellan and via a potential new station to be built at Menangle Park, would demonstrate tangible benefits including:

- increased public transport utilisation and a reduction in traffic congestion, enabling residents to spend more time with their families
- the delivery of more jobs closer to homes and services
- support cleaner air, green spaces, vibrant arts and cultural initiatives.

A. CONNECTIVITY AND CITY SHAPING

Campbelltown-Macarthur is the epicentre of a population boom in the South-West that is driving infrastructure, investment, innovation and jobs. It has outstanding education, health, arts, retail and sporting facilities and significant tracts of undeveloped land available for development, all set within an attractive natural environment.

As one of the key strategic centres to service the Western Sydney Airport and complement the proposed Western City Aerotropolis as well as being a key destination servicing the growing Greater Macarthur Region, accessible via the T2 Southern Line, Campbelltown-Macarthur requires direct rail connections to the Airport and Aerotropolis. With the potential to provide increased functionality associated with the southern gateway to Greater Sydney, existing rail networks need to be enhanced through construction of the preferred option 6 (extended) as outlined in this submission.

Existing rail and road infrastructure connects Campbelltown to the Southern Highlands, the ACT, the Riverina, and Victoria. The Illawarra also enjoys close geographical proximity to the Illawarra Region. Both existing and future residents (many of whom either are or could become rail network customers) need frequent and reliable public transport that enables efficient travel between key destinations within South West Sydney and beyond.

The north-south rail connection will link a local (Campbelltown LGA) population expected to reach 265,000+ and a regional population of more than 500,000 by 2036 to both existing and new infrastructure and employment opportunities. The table below provides a snapshot of some of the expected growth within the Campbelltown Local Government Area.

Table 1: Estimated Development and Population – Campbelltown LGA 2036

Opportunity within LGA	Potential New Dwellings	Potential New Jobs
Menangle Park and Mount Gilead Urban Release Precincts-Greater Macarthur Priority Growth Area	20,000	24 hectares to accommodate a proportion of the anticipated 17,000 jobs expected in the Greater Macarthur Priority Growth Area (excluding Glenfield to Macarthur Priority Urban Renewal Corridor)
Macarthur	5,000	4,320+
Campbelltown	4,000+	6,850
Leumeah	1,000	1,880
Minto	400	1,900
Ingleburn	1,400	4,000
Macquarie Fields	400	780
Glenfield	2,800+	970+
Total	35,000	20,700+

*Source – The Greater Macarthur Land Release Investigation; The Glenfield to Macarthur Urban Renewal Corridor Strategy.

Table 2: Estimated Development and Population – Greater Macarthur Priority Area 2036

Regional figures	Potential New Dwellings as identified in Government Policy	Potential additional new population
	70,000	200,000+

* Source: The Greater Macarthur Priority Growth Area package information,

Additional and significant urban growth will also occur in the South West Growth Centre and the Greater Macarthur Priority Growth Area (outside of the Campbelltown LGA at places such as West Appin and the Wilton new Town) and better connecting these areas to the Western Sydney Airport will facilitate the development of an accessible and sustainable South-West Growth Corridor. This will dramatically improve access to employment, education and training opportunities for the existing and planned populations. A rail connection linking to the new Airport as well as the rest of Western Sydney will also link the socially and economically isolated communities through access to employment. The growing population of the Macarthur Region will provide a potential workforce to service the Airport and the associated industry clusters (Aerotropolis) and accessible public transport is key to harnessing this vital resource. This synergy of growth and opportunity will significantly improve much needed and deserved social equity outcomes.

Increased linkages to the airport will have a measurable flow-on effect for the WSUs Western Sydney Innovation Corridor, Western Sydney University's Campbelltown and Werrington campuses, health and medical research, sports excellence precincts (including the recently funded Centre for Sports Excellence at Campbelltown/Macarthur), agricultural research and both nature-based and culture-based tourism.

This dynamic interplay will ensure that residents can live, work, learn, play and invest in the South-West, thereby reducing the need for the current commuter pathways eastwards. Increased investment in the short term will add value to the possibilities of place making associated with the Western Sydney Airport.

In order for the three regional city centres (of Campbelltown-Macarthur, Liverpool and Penrith) to both service and support the Airport and Western City Aerotropolis, and to benefit and prosper from the associated economic development opportunities and smart jobs, all three of those centres require high connectivity – to the airport, to other major facilities (located along the preferred rail option route), to each other, and also to the Sydney CBD and Parramatta.

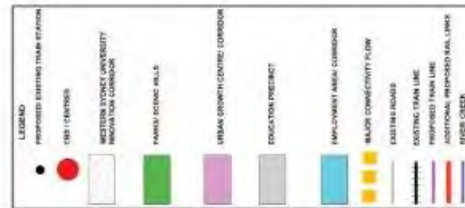
Council considers that the most strategic way of achieving the central spine of this connectivity network is to construct a rail link running north-south from St Marys (on the T1 line) to a junction with the T2 Southern Line, just south of Macarthur Station, via the Western Sydney Airport. The Airport should also be linked back to the South West Rail Line at Leppington. Adding two new 'y-links' would complete the connectivity loop, elevate accessibility and shape the future growth corridors within Western and South Western Sydney. Constructing this route also has the potential to create a true 30 minute city with the Airport and Aerotropolis at its heart, surrounded by three existing liveable, accessible, high-amenity strategic regional city centres

The preferred rail connection option will also act as a catalyst for the development of nominated growth areas and revitalisation of existing employment hubs south of the Western Sydney Airport. It will create a core spine of connectivity between the key strategic centre of Campbelltown-Macarthur, the Greater Macarthur Priority Growth Area and the rest of Western Sydney including the WSU's Western Sydney Innovation Corridor, the Campbelltown campuses of Western Sydney University and TAFE, existing employment lands and the industry clusters that will locate around the Airport/Aerotropolis

B. PRODUCTIVITY

The preferred rail connection option will invigorate and drive greater employment development synergies in existing and expanding centres. The southern part of the corridor will have great benefits in the South West for centres such as Campbelltown- Macarthur and link these centres with surrounding employment lands. It will value add to the region dovetailing into the key economic drivers associated with the Western City Aerotropolis as well as enacting the desired position of a 30 minute city.

The “**Campbelltown Strategic Intra-Regional Connectivity Plan**” highlights the linkages and productivity drivers already in play within the Campbelltown Region. There is a demonstrated potential for these precincts to deliver significant economic growth and expansion with improved connectivity to WSA and the rest of the west/ north west.



Council's preferred rail connection will link the Western Sydney Airport to major business, employment, health and medical research, education, agricultural research, lifestyle hubs and tourism opportunities and the significant existing and planned residential and population growth surrounding the Airport. The southern section of the corridor will have significant benefits for areas to the south and south west of the Airport. It will also link the Airport and the business and industry clusters that will locate around it with a rapidly expanding population and an accessible, skilled workforce.

Significant existing growth catalysts, within the Campbelltown LGA, whose accessibility could be further enhanced by the southern section of the corridor include:

- **Macarthur Priority Growth Area** – an extensive opportunity for residential and employment intensification along the T2 Southern Rail Line between Glenfield and Macarthur and further greenfield urban development south of Campbelltown and beyond
- **Western Sydney University, including the School of Medicine** - an established and innovative university campus with a \$47.5 million state-of-the-art medical education and research facility that is one of the most advanced in Australia
- **TAFE South Western Sydney Institute** – Campbelltown – a major provider of vocational training for residents of the greater South West
- **Campbelltown Hospital** – currently undergoing a \$139 million redevelopment
- **Western Sydney University's Clinical School of Medicine at Campbelltown Hospital** – a \$21 million centre currently under construction that will bring together expert medical teachers and clinical training facilities to create advanced training opportunities for medical students and researchers
- **Macarthur Square Shopping Centre** – the major regional shopping centre in the Campbelltown-Macarthur strategic centre- currently undergoing a \$240 million expansion that will transform the centre into the fifth largest shopping centre in NSW
- **Campbelltown Sports Stadium** – a major sporting facility for the South West, with the potential to form the core of a sports focussed enterprise and entertainment hub
- **The Ingleburn and Minto Industrial Areas** where significant investment and innovation in advanced manufacturing is emerging, with an increasing interest and expansion into export oriented activities
- **Tabcorp** (Harness Racing) Park at Menangle Park – significant racing/ breeding and associated infrastructure and industries with a developing international profile
- **Dharawal National Park**
- **The Georges River Regional Open Space Corridor.**

C. SOCIAL INCLUSION AND CUSTOMER FOCUS

The case for providing infrastructure that supports and promotes social inclusion would be welcomed by Campbelltown. Potentially providing access to a greater range employment and transport options would serve to provide defined uplift for existing populations and would also enable a greater diversity of potential resident population.

Disadvantage is spatially distributed in Greater Sydney and within Campbelltown, and is demonstrated by lower incomes, difficulty of access to employment and recreation opportunities, higher travel to work costs, loss of time to travel, poorer health, and lower education levels than Greater Sydney.

Greater social and economic uplift can be achieved through improved connectivity for areas that currently experience economic and social disadvantage. This is supported by many studies which have confirmed that small increases in wealth have a bigger benefit for people on low incomes, so gaining employment or finding better paid work is particularly important for the health and welfare of low income families.

While Campbelltown is a predominately middle income area and there are some high income locations, there are a few suburbs with very low incomes and low SEIFA scores. At the 2011 Census Claymore had the lowest SEIFA score (Index of Relative Social Disadvantage) of any urban area in Australia. Much of this disadvantage is a result of high unemployment (40% in Claymore in 2011), and transport is a key limiting factor in choices for employment.

The experience of limited local employment in Campbelltown has created travel patterns that disadvantage local residents. Congestion on roads has meant slower journeys to work, higher travel costs, reduced local business investment, and therefore fewer opportunities for local employment. Limited rail connectivity makes access to employment difficult in the growing M7 corridor. In 2011 journey to work from Campbelltown to Liverpool, Blacktown, and Penrith was dominated by car use, being 90%, 94%, and 94% respectively (BTS).

Improved rail connections to the Western Sydney Airport and beyond will open up access to a wider range of education and employment options. This improved connectivity through rail will create the opportunity for improved education and employment levels and in turn improved health and social outcomes, along with reduced dependence on welfare payments. This will be enhanced by the increasing density along the Glenfield to Macarthur rail corridor, with larger numbers of residents having easy access to rail transport, especially if that Corridor is more effectively and directly linked with the Western Sydney Airport and Aerotropolis.

Greater economic and employment development in Campbelltown through improved rail connectivity will also boost Campbelltown's role as the southern gateway to Greater Sydney. Existing rail and road infrastructure connects Campbelltown to the Southern Highlands, the ACT, the Riverina, and Victoria. Growth in trade with these areas will increase with the development of the Wilton new town and potentially through the completion of the Maldon-Dombarton rail line which would link Port Kembla with the Minto intermodal, warehousing and industry in Campbelltown.

Although all industrial sectors are represented in Campbelltown, service industries lag behind state-wide patterns. NIEIR data (2016) shows that service industries in Campbelltown accounted for 75.2% of output compared to 84.1% across the state. The potential for growing knowledge based jobs in the city is immense given its health and education infrastructure, and its role as the service centre for the Macarthur and Southern Highlands area.

The educational profile for Campbelltown shows that the percentage of people with a Bachelor or Higher degree (11.5%) was less than half that in Greater Sydney (24.1%, ABS 2011). Greater access to a variety of educational opportunities through improved rail connectivity along with the potential growth of knowledge based industry in Campbelltown would enable further improvements in social outcomes for the city.

Importantly, the Council's preferred rail option is complementary to the principles and targets of other initiatives such as Resilient Sydney.

D. ENVIRONMENTAL SUSTAINABILITY

A significant proportion of Campbelltown City's existing residents do not have ready access to public transport and they therefore rely heavily on private vehicles, particularly for the journey to work.

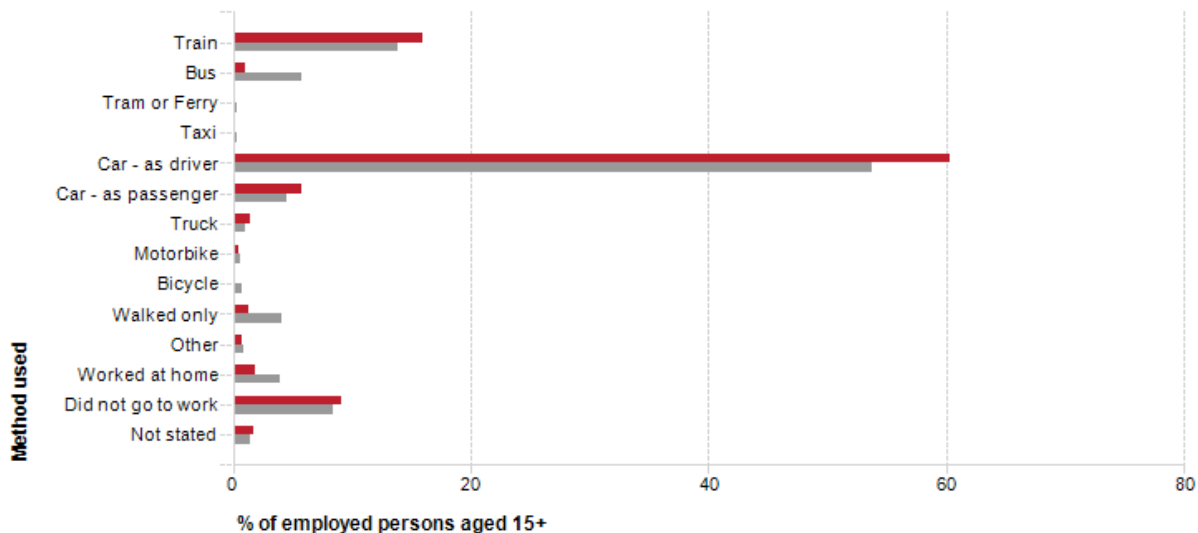
In 2011, 35,190 (54.1%) of Campbelltown City's working residents travelled outside of the area to work. The preferred rail option would allow a significant number of existing residents and a large proportion of the incoming population to better access new employment, education, health, retail and recreation opportunities within the local area, reducing car reliance and potentially improving air quality. It would also allow more people to travel by rail rather than road, particularly for journey to work.

The two figures provided below illustrate the high car dependence within the Campbelltown Local Government Area for journey to work travel. In 2011, of the 64,777 employed persons in Campbelltown City, 39,020 drove to work, 3,708 travelled to work as passengers in private motor vehicles (a total of 42,728 persons using cars) while only 10,351 used the train. The largest increase in mode of journey to work travel between 2006 and 2011 was also in private vehicle usage.

Method of travel to work, 2011

Total employed persons

■ Campbelltown City ■ Greater Sydney

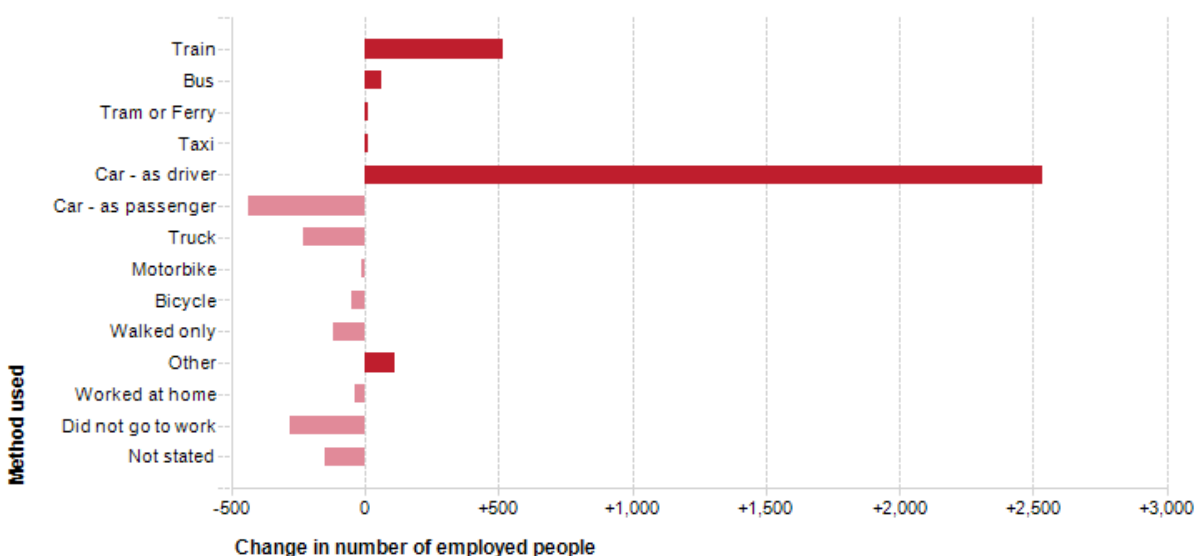


Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

Change in method of travel to work, 2006 to 2011

Campbelltown City - Total employed persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 and 2011 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

CONCLUSION

Council has presented series of recommendations for the Government's serious consideration and response, including proposals for rail enhancements that have not specifically been raised in the Study but which would in Council's view, help our existing and future community to better access employment, health, education and business precincts in the South West and across broader Western Sydney, as well as maximizing economic leverage from WSA.

Western Sydney will experience, major growth both in terms of residential and employment capabilities. Achieving a desirable, sustainable liveable outcome will require a greater integration and connection of residential and employment land uses. The government stated desire for a "30 minute city" will require additional connectivity between and across Western Sydney.

It is of major concern that the Scoping Study Area does not include the Greater Macarthur Urban Land Release Precincts nor the proposed Wilton New Town as recently exhibited as part of the Greater Macarthur Priority Growth Area package, and originally mooted by the NSW Government in 2015. These areas will account for a total urban development yield in the order of approximately 55,000- 60,000 new dwellings or up to approximately 170,000+ people, with planning work well underway and first land releases expected by early 2017.

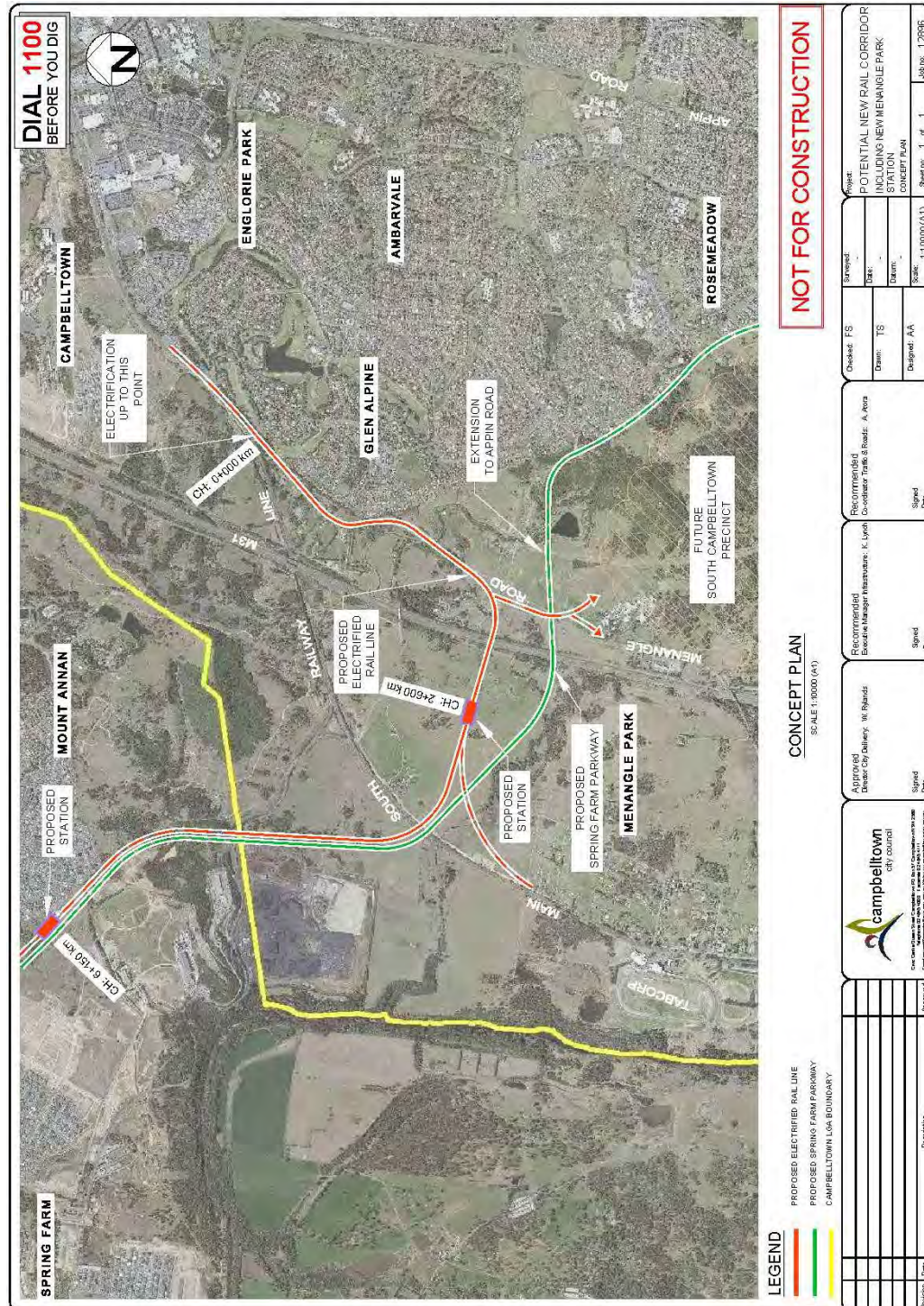
Overall, Council is concerned for the Western Sydney Rail Needs Scoping Study to address the metropolitan imbalance that has historically denied, and which has the potential to continue to disadvantage, people living and working in South-West Growth Corridor. There is a real opportunity to augment the existing rail linkages in Sydney which are radial and at present are focused on an east-west alignment. This must be addressed to ensure full capacity building and leveraging associated with the new Western Sydney Aerotropolis as proposed by the Greater Sydney Commission. Council signals the need for a new north-south rail link between Campbelltown-Macarthur and St Marys, to be extended to the North West Growth Centre and Rouse Hill.

Council's preferred option is Option 6 Extended but incorporating (in order of priority):

- construction of a connection from the T2 Southern Line to the proposed South West Rail Link extension at Narellan via a proposed relocated Menangle Park station as per the sketch plan shown as attachment 1. To this submission. This proposal should incorporate provision for the required stabling of a limited number of trains as well as a turn back facility
- planning and construction of Option 1 linking with the existing South West Rail line at Leppington
- construction of a new "Y" junction connector between the T2 Southern Line and the existing South West Rail Line located between Edmondson Park and Macquarie Fields stations shown as attachment 2 to this submission
- planning and construction of a "Y" junction connector between the north heading and south heading legs of the proposed South West Rail Link extension just west of the proposed station at Rossmore
- extension of Option 6 connecting to Rouse Hill and the North West Growth Centre.

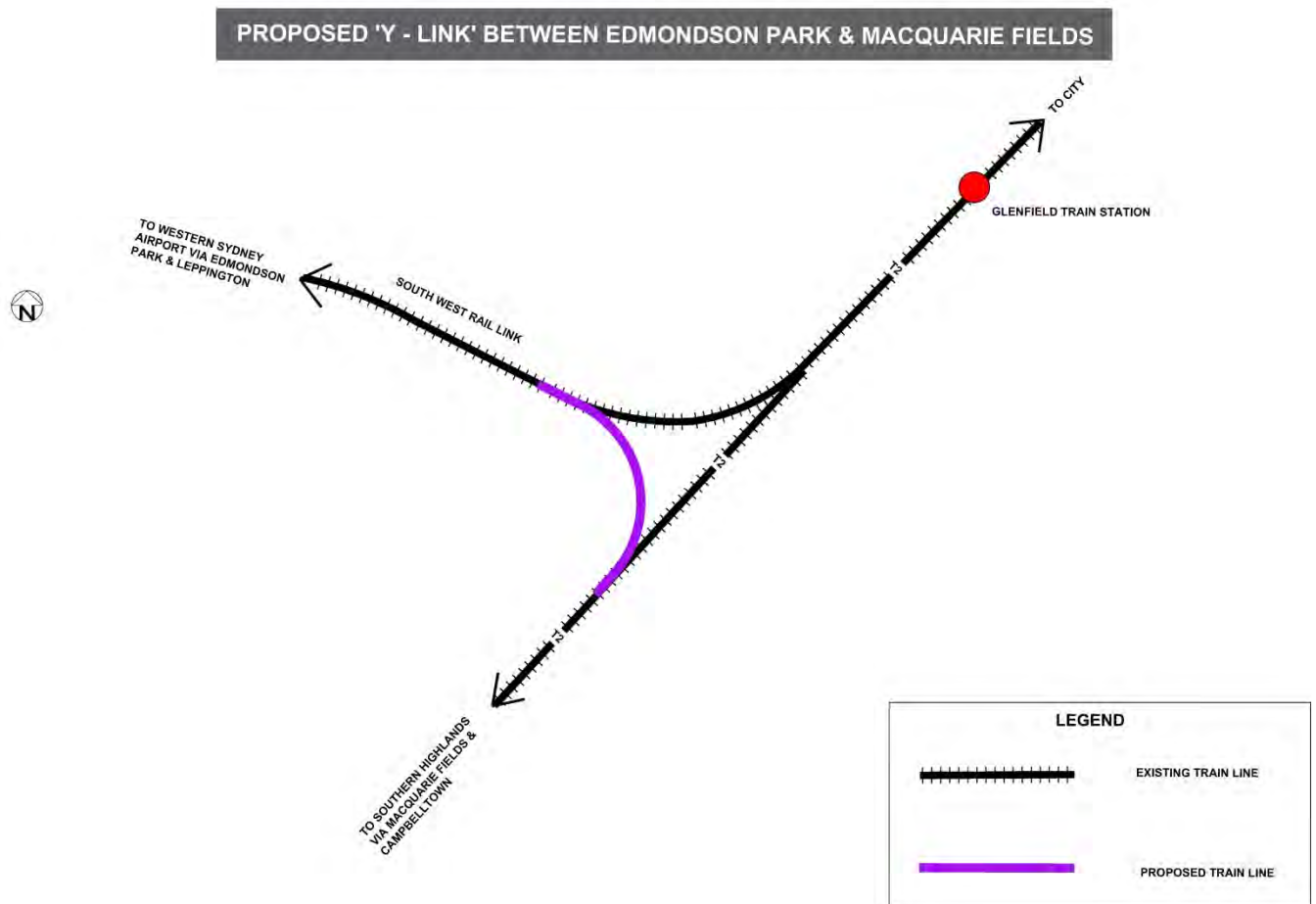
Attachment 1

Proposed rail loop from Narellan via Menangle Park to Campbelltown-Macarthur



Attachment 2

Proposed 'y-link' between Edmondson Park and Macquarie Fields (heading south towards Campbelltown)



Attachment 3

Possible 'y-link' corridor reservation between the extended South West Rail Line and the proposed north-south line (within the Camden LGA)

