

5. PETITIONS

No Petitions this round

6. CORRESPONDENCE

6.1 Chris Patterson MP Member for Camden

Attachments

1. Copy of letter from Chris Patterson MP Member for Camden
2. Copy of Council's letter

Responding to Council's letter regarding the NSW Long Term Transport Plan.

Officer's Recommendation

That the letter be received and the information be noted.

Council Meeting 18 June 2013

Having declared an interest in regard to Item 6.1, Councillor Chanthivong left the Chamber and did not take part in debate nor vote on this item.

Council Meeting 18 June 2013 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 113

That the Officer's Recommendation be adopted.

At the conclusion of the discussion regarding Item 6.1, Councillor Chanthivong returned to the Chamber.

ATTACHMENT 1



May 24 2013

MAY28'13 07:56:44 RCUJ

Mr Paul Tosi
General Manager
Campbelltown City Council
P O Box 57
CAMPBELLTOWN NSW 2560

Dear Mr Tosi

Thank you for your recent letter regarding the NSW Long Term Transport Master Plan.

I am sure you and the Council would agree that this plan has been well overdue. Transport has been neglected for so many years in our area and the Minister for Transport, the Hon Gladys Berejiklian MP has a vision for the transport system in NSW to have a clear direction for the next 20 years, bringing together all modes of transport, across all regions of the state into a world class, integrated network that puts the customer first.

In regard to the timely delivery of infrastructure, it is unfortunate that this was also neglected for many years and with the rapid growth in the Macarthur Region the NSW Government is endeavouring to upgrade our major roads to cope with the new residents expected to move into our area. Camden Valley Way, Bringelly Road and Narellan Road are examples of how the Government has brought forward improvements to cater for the growth. I receive each day very positive feedback of appreciation from my constituency regarding the work completed or underway on these roads as it is making their journeys more efficient.

I appreciate the comprehensive submission by the Council to the Masterplan Team and I am sure all concerns will be taken on board.

Yours faithfully

Chris Patterson MP
Member for Camden

ATTACHMENT 2



15 May 2013

Mr Chris Patterson, MP
State Member for Camden
66 John Street
CAMDEN NSW 2570

Dear Mr Patterson

Transport Planning Issues – South West Sydney Region

I am writing to you following a resolution of Campbelltown City Council on 23 April 2013 requesting your support for improved investment in transport infrastructure by the NSW Government, to meet the strategic transport needs of Campbelltown and Macarthur.

Specifically, I refer to the concerns raised in Council's letter of 15 May 2013 to the NSW Government on the recently released NSW Long Term Transport Master Plan (please see copy attached).

Accordingly, I seek your support on this matter and ask that you make representations to the NSW Government in order to ensure the timely delivery of required infrastructure to underpin the sustainable development of the planned population and employment growth in the South West Region.

Should you require any further information please do not hesitate to contact me on 4645 4569.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Paul Tosi", with a long horizontal flourish extending to the right.

Paul Tosi
General Manager

Att.



22 October 2012

NSW Long Term Transport Masterplan Team
Transport for NSW
GPO Box K659
HAYMARKET NSW 1240

Dear Sir/Madam

Draft NSW Long Term Transport Masterplan

Campbelltown City Council welcomes the preparation of the Draft Long Term Transport Masterplan for NSW by the State Government.

May I take this opportunity on behalf of the Council to express Council's appreciation for the recent briefing on the draft Masterplan by Mr Steve Enticott and other senior officers of Transport for NSW, provided to representatives of the Macarthur Regional Organisation of Councils at Campbelltown on 9 October 2012.

You may also be aware that Council made a detailed submission to Transport NSW on the Discussion Paper that preceded the release of the draft Masterplan, in addition to sending senior staff representatives to a community stakeholder workshop held at St Marys earlier this year.

Whilst there is clearly an extensive range of policy proposals, strategies and initiatives included in the draft Masterplan, this submission will concentrate on a number of key concerns that Council holds with the draft Masterplan. Those concerns are not inconsistent with previous representations made by this Council to:

- Transport for NSW;
- Other government agencies including the Department of Planning and Infrastructure; as well as to
- Elected State Government representatives.

There is little doubt that successful transport systems owe much of their success to the integration of transport and land use planning and the subsequent commitment to the delivery of those plans. As with any plan, the assumptions must be robust and governments must demonstrate a willingness to commit to the implementation of a plan with investment in the delivery of critical infrastructure.

Council holds a firm belief that collaboration between all levels of government (and between multiple agencies within government) is essential in the decision making framework that will allocate planning and delivery resources to the implementation of Land Use and Transport Policy in New South Wales. Campbelltown City Council requests to be part of that collaboration.

Overall, Campbelltown City Council is concerned that the draft Masterplan does not translate the significance of the extent of residential and employment growth that is scheduled to take place in the Macarthur Region over the next 20 years (as expressed in housing and employment targets published by the Department of Planning and Infrastructure) in the identified critical infrastructure upgrades listed in the draft Masterplan.

Council notes and supports the policies of better connectivity between new urban release areas and places of employment and services/facilities. However, Council is disappointed at the absence of any noticeable detail contained within the draft Masterplan, as far as specific commitments that relate to future government investment into a number of critical transport infrastructure items (within the Campbelltown Local Government Area) that deal with what are seen by Council to be regional transport imperatives.

Further, Council believes that the draft Masterplan does not take appropriate account of recent developments in the freight and logistics sector that are likely to have significant ramifications for intermodal activity (and attendant transport implications particularly on regional and local roads). Council is aware of a change in ownership of the MIST terminal at Ingleburn and a projected 'tripling' of associated container movements and a recent approval granted by Council for a new rail siding at Minto, servicing a major industrial zoned site that is at present underdeveloped and used for vehicle storage and distribution. The implications of these 'industry sector movements' for assumptions about freight transfer elsewhere in South West Sydney (e.g. Moorebank) need to be more fully understood, as do the potential impacts on local road networks. These issues must be dealt with appropriately by the draft Masterplan, both in terms of transport planning and investment in critical infrastructure.

The key specific matters that Council has identified as being relevant to the Government's finalisation of the draft Plan relate to the following items:

- Proper recognition must be paid in the draft Masterplan of the Campbelltown/Macarthur Business Centre as a major *destination* for the South Western Sydney regional community (including South West Growth Centre) as a key hub of retail, higher education, regional health and medical, commercial and cultural as well as recreation services. For example, the NSW Government is currently investing substantially in the future expansion of Campbelltown Public Hospital (\$140 million) and a further \$500 million is understood to be allocated in the next two-three years. Further, the University of Western Sydney is intending to increase its own campus student population by 50% from 6000 to 9000 from now up until 2026.

The Campbelltown/Macarthur Regional City Centre is an emerging regional employment hub for the Macarthur Region, with more jobs being created in this centre than many others elsewhere in metropolitan Sydney over recent years

The Draft Masterplan fails to appropriately acknowledge the significance of the Campbelltown/Macarthur Regional Centre. The suggestion that better links be established between the Liverpool Health precinct and existing education facilities at the Macarthur/Campbelltown Centre to make Liverpool CBD an attractive place for specialist businesses supporting employment growth and research, cannot be supported.

The Campbelltown/Macarthur Centre is an employment 'destination' in its own right and should be supported by appropriate transport planning and investment. This is seen by Council as a major shortcoming in the current planning assumptions underpinning future transport planning and investment decisions affecting the Macarthur Region.

- The Campbelltown Local Government Area has seven electrified rail stations and one diesel station along the Great Southern Railway Corridor, providing direct public transport access to the Sydney CBD and other key destinations such as Sydney Airport. These stations are accessible to existing and major planned future residential growth areas including:
 - South West Growth Centre (e.g. Oran Park, Turner Road, East Leppington, Menangle Park, Gilead, Campbelltown South); and the
 - Spring Farm Urban Release Area
- The planning for and provision of unobstructed and efficient corridor access to key destinations such as the Campbelltown/Macarthur Regional Centre and the railway stations, from the extensive suburban residential communities across the Macarthur region must be a priority for the Government. This involves the:
 - Construction of new connecting links such as the Spring Farm Parkway;
 - Enhancement and extension of existing links to the South west Growth Centre by increasing the capacity of:
 - Narellan Road, (including widening and intersection capacity upgrades),
 - Badgally Road (through to the Campbelltown Railway station initially and across to Broughton Street direct to the Campbelltown CBD in the longer term) and including intersection upgrades,
 - Raby Road intersection upgrades,
 - Denham Court Road realignment, widening and intersection upgrades, and
 - Menangle Road upgrades
- Corridor access to key destinations must be dual mode (bus priority and private vehicle) but delivery in the short term needs to focus on more convenient, reliable, safe, comfortable and efficient public transport connections.
- Railway stations (and especially railway stations that are geographically proximate to new residential release areas) in the Camden and Campbelltown Local Government Areas, must be provided with mode interchange facilities including bus/rail and commuter car parking facilities. To maximise the take-up of public transport in new Greenfield communities, park and ride facilities need to become essential features of new urban release areas that are remote from stations.
- There needs to be consideration granted to an extension of the South West Rail Link through to Narellan in the longer timer

- Substantial effort needs to be directed into the planning and development of transit oriented centre based residential and employment hubs. The Department of Planning's Urban Activation Precincts program appears to be a model with significant potential. Campbelltown City Council is currently considering the promotion of both the Glenfield Business Centre and part of the Campbelltown/Macarthur Regional City Centre as opportunities under this program.
- Unfortunately, no specific mention is made in the draft Masterplan, of the following critical infrastructure needs (with regional significance), to address major regional transport imperatives:
 - Upgrades to commuter parking at any stations within the Campbelltown Local Government Area;
 - Upgrades to interchange facilities and commuter carparking at any stations within the Campbelltown Local Government Area;
 - Priority Bus Network initiatives in the short term;
 - Congestion and pinch point management along key corridors such as Narellan Road, Badgally Road, Raby Road, Denham Court Road, and Menangle Road; and
 - Measures to deal with congestion in and around the Campbelltown/Macarthur Regional City Centre such as grade separation at the intersection of Narellan Road and Blaxland/Gilchrist and the intersection of Narellan Road and Hurley Street
- More integrated solutions need to be developed with the Department of Planning and Infrastructure in so far as addressing 'value capture' from development that take a benefit from government investment in transport. Any discussion must recognise current Government policy to restrain the extent of charges on development, as has been identified for example by the current Green Paper into the review of the NSW Planning System. .

In conclusion, Campbelltown City Council would seek to encourage the Government to refine the Long Term Transport Masterplan to demonstrate more clearly the NSW Government's priority commitment to matching planning for housing and employment with planning and investment in key transport infrastructure in the Macarthur Region.

Council looks forward to reviewing the soon to be released revised Metropolitan Strategy, and being able to be satisfied that the significant imposition upon South Western Sydney, and in particular the Macarthur Region, to absorb extraordinary numbers of new houses and jobs (more than any other region in metropolitan Sydney) will be ably serviced by a commensurate investment in critical transport infrastructure. Council would hope that the level of planned investment in transport enhancements in areas where housing and jobs targets are less than those proposed for Macarthur, is exceeded by infrastructure commitments by the Government for our region.

Such an approach would be welcomed by Council and the community, in contrast with historical planning and delivery mechanisms put into place in South Western Sydney.

Those processes have had the result where the needs of a geographically isolated community have converted into social disadvantage, most obviously in the form of deprived accessibility to employment opportunities as well as accessibility to services and facilities, supplemented by often lower standards of amenity brought about by traffic congestion and a poor public transport 'offer'.

Should you require any further information concerning Council's position on the Draft Masterplan, please do not hesitate to contact Council's Director Planning and Environment Jeff Lawrence on (02) 4645 4575.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Tosi', with a stylized flourish at the end.

Paul Tosi
General Manager