

SUPPLEMENTARY
BUSINESS PAPER

20
18

CAMPBELLTOWN CITY COUNCIL



12 June

COMMON ABBREVIATIONS

ACF	Animal Care Facility
AEP	Annual Exceedence Probability
AHD	Australian Height Datum
BASIX	Building Sustainability Index Scheme
BC	Building Certificate
BCA	Building Code of Australia
BPB	Buildings Professionals Board
CLEP	Campbelltown Local Environmental Plan
CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
CSG	Coal Seam Gas
DA	Development Application
DCP	Development Control Plan
DDA	Disability Discrimination Act 1992
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	Environmental Protection Authority
EPI	Environmental Planning Instrument
FA	NSW Food Authority
FPL	Flood Planning Level
FFTF	Fit for the Future
FSR	Floor Space Ratio
GRCCC	Georges River Combined Councils Committee
GSC	Greater Sydney Commission
HIS	Heritage Impact Statement
IDO	Interim Development Order
IHAP	Independent Hearing and Assessment Panel
IPR	Integrated Planning and Reporting
JRPP	Joint Regional Planning Panel
KPoM	Koala Plan of Management
LEC	Land and Environment Court
LEC Act	<i>Land and Environment Court Act 1979</i>
LEP	Local Environmental Plan
LEP 2002	Local Environmental Plan 2002
LGA	Local Government Area
LG Act	<i>Local Government Act 1993</i>
LPP	Local Planning Panel
LTFP	Long Term Financial Plan
MACROC	Macarthur Regional Organisation of Councils
MSB	Mine Subsidence Board
NGAA	National Growth Areas Alliance
NOPO	Notice of Proposed Order
NSWH	NSW Housing
OEH	Office of Environment and Heritage
OLG	Office of Local Government, Department of Premier and Cabinet
OSD	On-Site Detention
OWMS	Onsite Wastewater Management System
PCA	Principal Certifying Authority
PoM	Plan of Management
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
PMF	Probable Maximum Flood
PN	Penalty Notice
PP	Planning Proposal
PPR	Planning Proposal Request
REF	Review of Environmental Factors
REP	Regional Environment Plan
RFS	NSW Rural Fire Service
RL	Reduced Levels
RMS	Roads and Maritime Services (incorporating previous Roads and Traffic Authority)
SEE	Statement of Environmental Effects
SEPP	State Environmental Planning Policy
SREP	Sydney Regional Environmental Plan
SSD	State Significant Development
STP	Sewerage Treatment Plant
TCP	Traffic Control Plan
TMP	Traffic Management Plan
TNSW	Transport for NSW
VMP	Vegetation Management Plan
VPA	Voluntary Planning Agreement
SECTION 149 CERTIFICATE	- Certificate as to zoning and planning restrictions on properties
SECTION 603 CERTIFICATE	- Certificate as to Rates and Charges outstanding on a property
SECTION 73 CERTIFICATE	- Certificate from Sydney Water regarding Subdivision



Urgent Items

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12. URGENT GENERAL BUSINESS

12.1 NSW Government Proposed Transport Corridor Protection

Reporting Officer

Executive Manager Infrastructure
City Delivery

Community Strategic Plan

Objective	Strategy
4 Outcome Four: A Successful City	4.2 - Support and advocate for infrastructure solutions that meet the needs of our city and which pay an economic and liveability dividend

Officer's Recommendation

1. That Council lodge its submission, the proposed contents being the subject of this report, with Transport for NSW, responding to their studies for corridor protection in Western Sydney that chiefly impact the Campbelltown LGA. These being:
 - (i) The North South Rail Line and the South West Rail Link Extension; and
 - (ii) The Outer Sydney Orbital Transport Corridor.
2. That Council provide copies of its submission to Macroc, the local State Members for Campbelltown and Macquarie Fields, and the local Federal Members for Macarthur and Werriwa.
3. That Council continue to advocate with the State Government and Federal Government for the expedition of the construction of the North South Rail Line, south of the Aerotropolis, and the South West Rail Link Extension, prior to the opening of the Western Sydney Airport.
4. That Council commence working with Transport for NSW with respect to delivering on the Western Sydney City Deal commitment to provide rapid bus transit services between Western Sydney centres and Western Sydney Airport, including within the Campbelltown LGA.

Purpose

In March this year, Transport for New South Wales (TfNSW) released the following studies for corridor protection in Western Sydney that directly affect the Campbelltown Local Government Area and Greater Macarthur region as a whole:

- Passenger Rail Corridors Identification
- Outer Sydney Orbital Corridor Investigation.

The Passenger Rail Corridors Identification consists of two main corridors being considered by TfNSW for transport through Western Sydney. These are:

- South West Rail Link Extension (SWRLE)
- North South Rail Line (NSRL).

This report informs Council and the Campbelltown community on the main issues that affect the Campbelltown LGA and the broader Greater Macarthur region, and will form the basis of Council's submission to TfNSW on the three corridors identified above.

History

In June 2015, Transport for NSW released reports on studies relating to South West Rail Link Extension – Public Transport Corridor Protection and the Outer Sydney Orbital Corridor Protection. These studies initiated the State Government's broad based transport planning for north-south corridor protection for Western Sydney with links to the Western Sydney Airport (WSA).

These studies were closely followed by the Western Sydney Rail Needs Scoping Study (WSRNSS) that was jointly released by the Federal Government's Department of Infrastructure, Regional Development and Cities and the NSW Government's TfNSW in September 2016. The WSRNSS followed the Federal Government's commitment to building the WSA by 2026.

In response to the WSRNSS, Council joined with the Western Sydney Rail Alliance that was initiated by Christopher Brown (Taylor Street Advisory) and included numerous large landowners in Western Sydney, Penrith City Council, Liverpool City Council and Camden Council. The Alliance engaged Deloitte and Arup to assist in preparing a response to the WSRNSS; 'A Network of Opportunity – Western Sydney Rail'. The response paper was lodged in October 2016. In the main, the Alliance response emphasised the need for a rail solution for Western Sydney by the time the WSA is to be operational in 2026. The Federal and State governments have now committed to rail being operational between the WSA/Aerotropolis and St Marys by 2026, subject to business case completion. Unfortunately for Campbelltown and the Greater Macarthur region, no commitment has been provided for rail connections between the WSA and South Western Sydney.

Report

Future Transport 2056 is an update of NSW's Long Term Transport Master Plan. It consists of a suite of strategies and plans for transport developed in concert with the Greater Sydney Commission's Sydney Region Plan and Western City District Plan, the joint Federal and State Government Western Sydney City Deal and Western Sydney Infrastructure Plan, and numerous land use planning documents prepared by the Department of Planning & Environment (DoPE).

From this suite of documents, the State Government through TfNSW has now released five corridor identification proposals for Western Sydney (see Figure 1):

- South West Rail Link Extension (SWRLE)
- North South Rail Line (NSRL)
- Outer Sydney Orbital (OSO) Corridor Investigation
- Bells Line of Road – Castlereagh Connection
- Western Sydney Rail Freight Line.

Further to this, the Federal and State governments have now committed to have the first stage of the NSRL completed by the time the airport opens, subject to the completion of a business case that is now being prepared by the State Government’s Sydney Metro Delivery Office. Stage 1 is to deliver a new rail connection between North Bringelly (immediately to the south of the WSA) and St Marys, with part of the connection to be at surface and part being a tunnel.

No date has been given for the delivery of the balance of the NSRL or the other links identified in the WSRNSS including the SWLRE, beyond Future Transport 2056 showing these as part of a 40-year ‘network vision’ for Greater Sydney. TfNSW has indicated that it is commencing further planning, in parallel with the preparation of the NSRL Stage 1 business case, to inform decisions on the staging and timing of other Western Sydney rail links.

Pending the above activities, TfNSW proposes to protect the entire NSRL corridor for future construction, including the Stage 2 extension to Macarthur. In addition to this, the SWRLE and OSO corridors have also only been earmarked for protection, pending further investigation and decisions on construction timing.

Campbelltown and the Greater Macarthur region are relatively unaffected by the Bells Line of Road – Castlereagh Connection. Additionally, while the Western Sydney Rail Freight Line will have implications for South Western Sydney, these will only be apparent when planning is completed by TfNSW for its connection to existing rail corridors in Fairfield LGA; at this point a corridor has only been identified within the Western Sydney Employment Areas as far as the M7.

As such, Council’s submission to the State Government will concentrate on the SWRLE, NSRL and OSO corridor identification studies.



Figure 1: Federal and State government transport plans for Western Sydney South West Rail Link Extension (SWRLE) corridor identification

The SWRLE involves the extension of the existing rail line from Leppington to the WSA via the Aerotropolis. The proposed extension is an at-surface connection from Leppington to the Badgerys Creek Aerotropolis. There is a recommended corridor width of 30 metres for the section between Leppington and the Aerotropolis. The corridor section between the Aerotropolis and WSA (which would include the NSRL) widens to 60 metres. This additional track width is assumed to accommodate up to four railway tracks, comprising two tracks in each direction for the separate rail lines.

At this point there is no proposed delivery date for the SWRLE, or for the southern section of the NSRL. The current proposal by Government is that both the SWRLE and NSRL (south of the Aerotropolis) will be subject to further investigation, and only corridor reservation will be considered at this stage.

Importantly, it should be noted that the Draft Strategic Environmental Assessment (DSEA) that was carried out for TfNSW for the SWRLE and NSRL corridors by Ethos Urban and Aurecon identifies that Campbelltown is expected to provide the main workforce for the construction and the early operation of the airport. Worryingly, however, there is no indication or commitment in the DSEA or any other State Government planning document as to when significant investment will be made in any new rail mass transit to service the Greater Macarthur region.

While the Western Sydney City Deal does commit to the delivery of rapid bus services between Campbelltown and the WSA/Aerotropolis, and both Future Transport 2056 and the Western City District Plan (see Figure 2) indicate additional proposed rapid bus or other transit corridors for the Greater Macarthur region, there is no or limited detail available on the scope of these proposals. This exacerbates the significant risks already associated with uncertainty or delay around the completion of the SWLRE. These risks include major road congestion ramifications for the proposed growth of Campbelltown and the Greater Macarthur region, with potentially severe impacts on Gross Regional Product.

Additionally, even when it is delivered, the configuration of the SWRLE as currently proposed by TfNSW would not provide a 'no-change' rail service for customers using the SWLRE to travel from Campbelltown CBD (and from stations to the north of the CBD) to the WSA or to the Aerotropolis east of the airport. Under existing and assumed future rail operating patterns, patrons using existing Campbelltown T2 services would be required to change to a T5 service at Glenfield, while patrons travelling from points north of Glenfield would have a direct service to the WSA. This could prove a disincentive to rail use, including for people with mobility issues. For travellers originating beyond Campbelltown, from as far south as Canberra, direct services to the WSA would also be highly beneficial.

On this basis, Council has advocated and made a submission to the State Government to provide a 'Y link' that could carry train services directly between Campbelltown CBD and the WSA. Additionally, a 'Y link' at the western end of the SWLRE would enable direct train services to move between the NSRL and the SWLRE (subject to confirmation of the type of train to be operated on the two links). Ultimately, as trains operating north and east of Campbelltown are already at capacity in peak periods, there will have to be consideration given to the conversion to Metro operation of the T2 train line between the Sydney CBD, Glenfield and Macarthur. Rail extensions through the Greater Macarthur Growth Area would also need to operate as Metro, to cater for the significant population growth that has been predicted for Campbelltown LGA by the State Government.

To future-proof the rail system for long-term operational needs, therefore, TfNSW should consider protecting the land required for 'Y link' connections between (a) the Main South Line

and the SWRLE (between Macquarie Fields and Edmondson Park) and (b) between the NSRL and the SWRLE (between Oran Park and Rossmore).

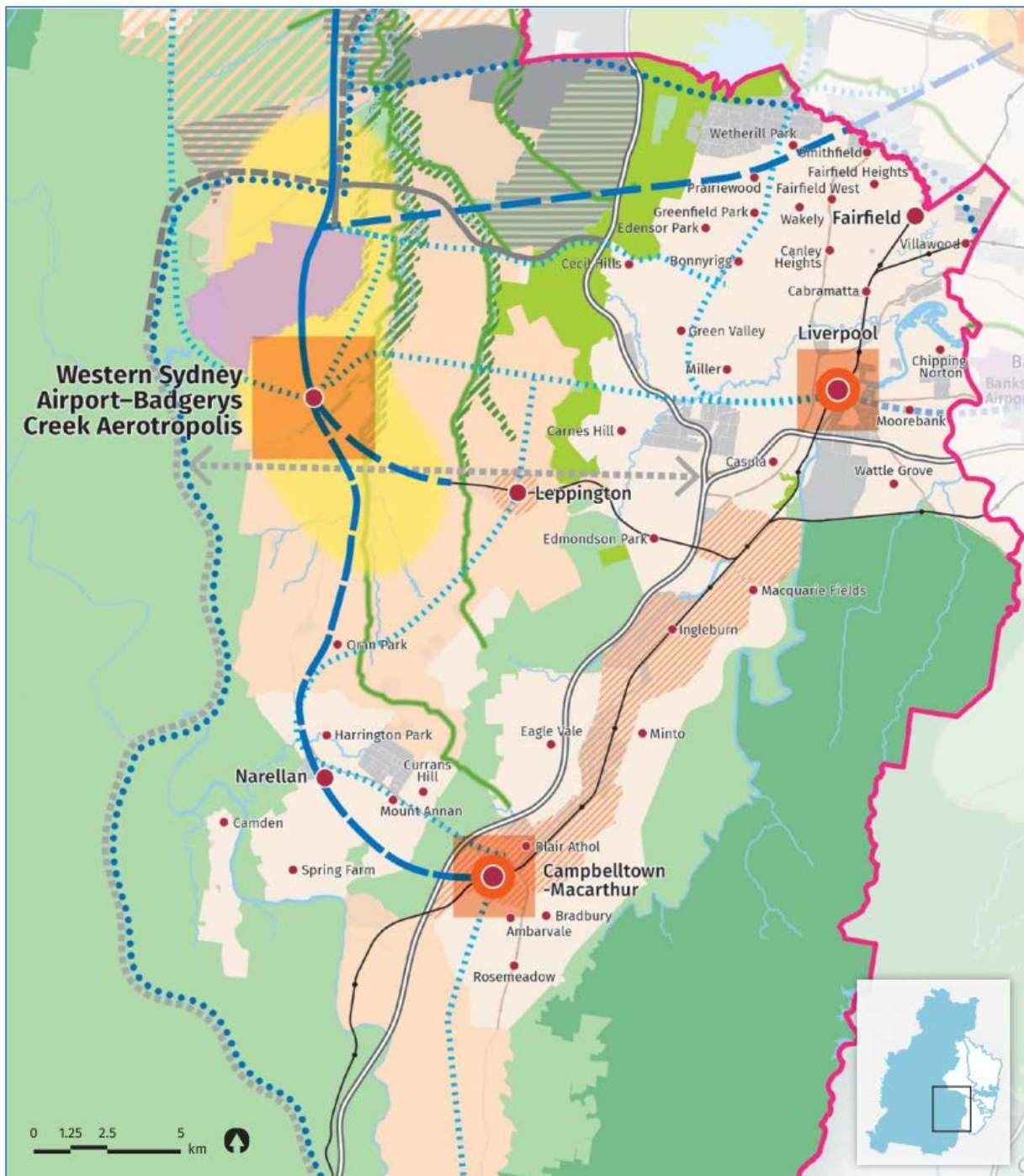


Figure 2: Western City District Plan: Structure Plan for the urban area south, showing transport corridors

Based on the above, there are some important issues for Council to consider in response to the proposed South West Rail Link Extension. These are:

- There is no consideration or mention of Council's proposed 'Y link' connection between Edmondson Park and Macquarie Fields, even though detailed plans were provided to the State Government in response to the Western Sydney Rail Needs Scoping Study and Western Sydney District Plan.
- To enable a proper mass transit public transport solution for the Macarthur region, TfNSW should also consider a 'Y link' between the Rossmore holding yard and the proposed Oran Park station.
- The provision of the two 'Y links' would provide the Macarthur region (Campbelltown and Camden) with a complete public transport 'loop'.
- If the Macquarie Fields/Edmondson Park 'Y link' was implemented the SWRLE would then provide a direct link between the Campbelltown CBD (and the majority of the anticipated airport workforce) to the Aerotropolis and Western Sydney Airport (WSA). This link would also provide a direct connection to WSA for country link services from the Southern Highlands and Canberra.
- If the Rossmore/Oran Park 'Y link' was also provided there would then be a mass transit public transport link between the Campbelltown CBD and the district centres of Oran Park and Narellan.
- TfNSW have indicated that SWRLE will be provided on separate tracks to those proposed for the NSRL to WSA and the Aerotropolis. Although this is not confirmed in any of the studies documentation, there is a high likelihood that the T5 extension to the WSA would be on heavy rail, whilst the St Mary's to Macarthur via WSA service would likely be metro.

The provision of these two important 'Y links' would also allow the residents of the greater Macarthur to better move around the whole region for all aspects of their lives and not be a predominant car dependant community as we are now due to generally poor transport options.

The business case for the 'Y links' proposed by Council is further supported by the positive business, health and education outcomes with a direct quote from the DSEA highlighting this:

The North South Rail line will act as a catalyst for the new Western Economic corridor. The provision of high capacity public transport will support the growth of the Western Economic Corridor by improving access to a wide range of jobs in new and existing centres and health and education assets in the Penrith Health and Education Precinct and at Campbelltown – Macarthur.

The most important point about the delivery of the SWRLE and the Macquarie Fields/Edmondson Park 'Y link' is that it will be substantially cheaper than the provision of Stage 2 of the NSRL (Aerotropolis/WSA to Macarthur) and will provide an immediate and direct link for the residents of Greater Macarthur. As Campbelltown is predicted to provide the majority of the workforce for the early operation of the WSA, the completion of the SWRLE with the Macquarie Fields/Edmondson Park 'Y link' is considered by Council to provide the most cost effective transport solution for delivering this crucial workforce and will enable the concept of a 30 minute city to be achieved for Campbelltown.

North South Rail Line (NSRL)

The State Government proposes that Stage 1 (St Marys to the WSA/Aerotropolis) of the NSRL is to be delivered by the time that the WSA opens in 2026, subject to the business case now being prepared. Stage 2 (the southern link to Macarthur via Narellan) has not been provided with a delivery date. The current proposal for Stage 2 is for corridor protection, and further investigation in the context of other potential Western Sydney rail links including the SWLRE.

It is estimated that the proposed railway line from the WSA to Macarthur is approximately 25km in length. The section from Oran Park to Macarthur is shown in TfNSW documentation to be in tunnel. This length of tunnel has been estimated at approximately 11km. Between Narellan and Macarthur, the DSEA states that there will be little option to provide another station, although the Western City District Plan highlights Mount Annan as a transit node (see Figure 2).

Of major concern to Council is that there is very little detail available in the corridor identification study regarding design options at the Macarthur end of the tunnel from Oran Park. It is unclear whether the rail line would exit from a tunnel prior to the existing T2 rail line and Thompson Lake or within the existing T2 rail corridor; see Figure 3 below.

Based on the indicative tunnel corridor shown in Figure 3, there is no certainty around how the NSRL would connect to Macarthur station. If the tunnel were to exit prior to the existing T2 rail corridor on its western side, there would be significant environmental impacts on Thompson Lake and the flood-prone area adjacent to the proposed Sports & Health Centre of Excellence.

The NSRL alignment indicated by Figure 3 would potentially have to use an elevated structure to pass over the Southern Freight Line (which sits within the western section of the T2 corridor). This could have both visual and noise impacts on Macarthur Heights and Glen Alpine residential areas. There could also be impacts on the pedestrian rail overbridge that is proposed to link the Sports & Health Centre of Excellence to the west of the T2 corridor with the Menangle Road / Gilchrist Avenue intersection to the east of the railway

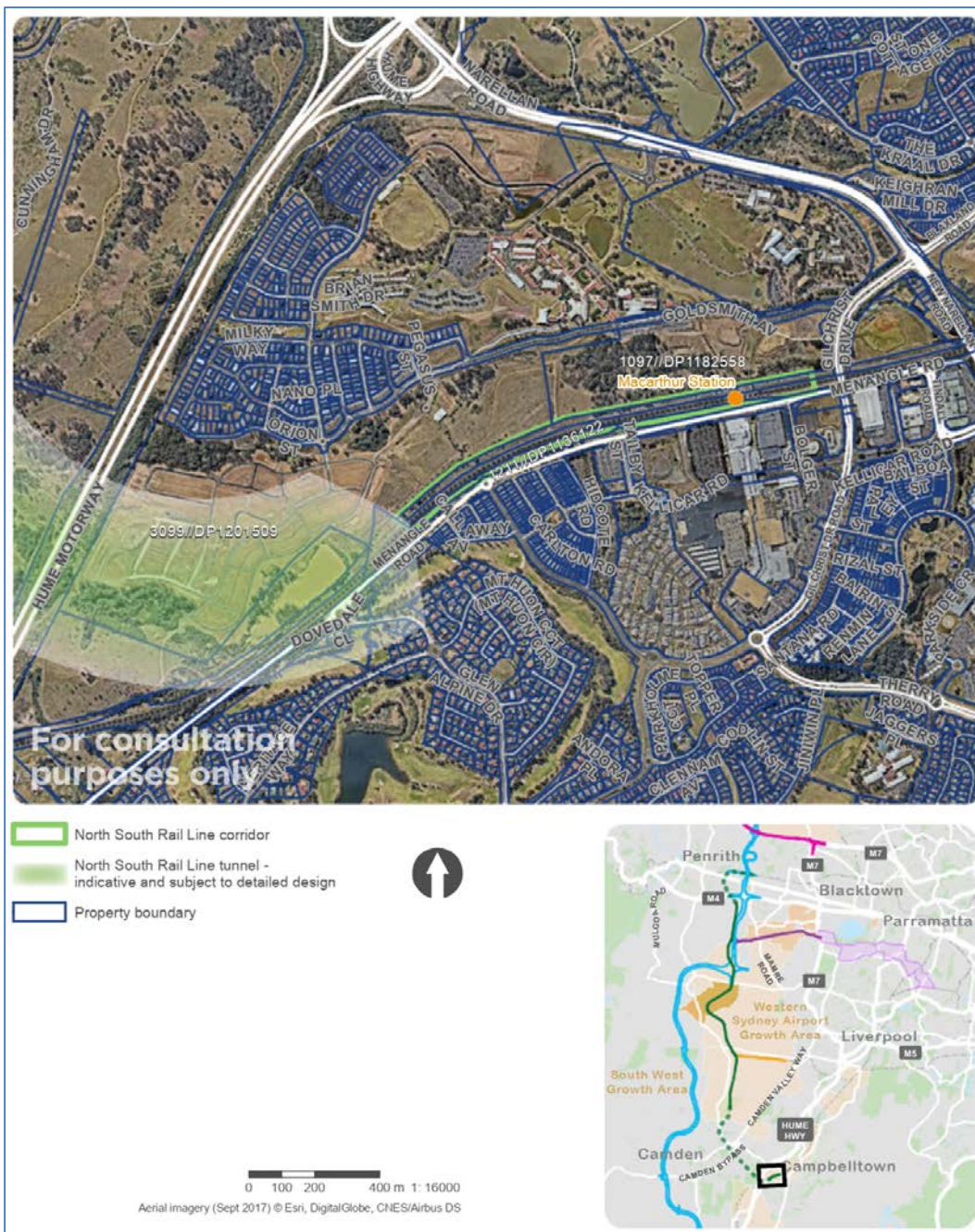


Figure 3: North South Rail Line: Recommended corridor (Macarthur/Campbelltown)

Looking to the longer term, there is no indication in TfNSW documentation of how the NSRL as currently proposed could benefit the massive population increase expected in the Greater Macarthur Growth Area. This represents a missed opportunity which, if not taken, could result in Council bearing the cost of road upgrades and additional commuter car parking to meet this demand. As one action to improve the effectiveness of the public transport system, including the NSRL, for the Greater Macarthur Growth Area as well as for existing suburbs, Council has identified the potential for the southern section of the proposed NSRL corridor to be realigned between Narellan and Macarthur (Figure 4).

The increased access to passenger rail stations will also remove significant traffic volumes off major arterial roads and negate the need for further government expenditure on the road network.

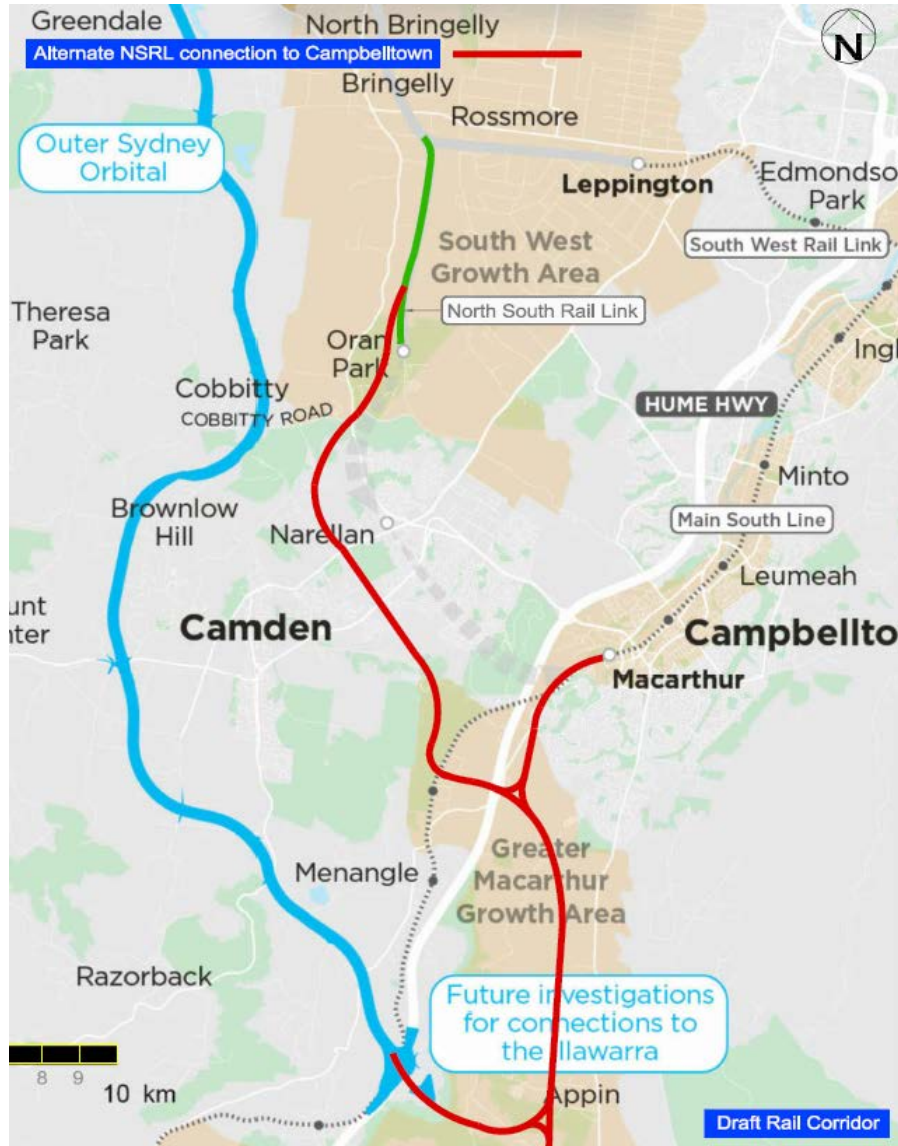


Figure 4: North South Rail Line corridor: Potential realigned connection to Macarthur

The option shown in Figure 4 is based on a principally above-ground link that, based on rail construction advice obtained by Council, could be deliverable at significantly lower cost than the currently identified connection to Macarthur. Furthermore, the realigned option would offer the potential for additional new stations at Spring Farm / Narellan Vale / Mount Annan and at Menangle Park north. As well as servicing these existing and emerging communities, the option would provide better access to Greater Sydney rail services for the Camden, Wollondilly and Southern Highlands communities. This would reduce growth pressures on the arterial road network and associated upgrade expenditure needs.

Predicated on the extension of electrification south of Macarthur, the realigned option shown in Figure 4 would also allow for a longer-term extension of the NSRL corridor to the south

and east of Menangle Park, to service the Greater Macarthur Growth Area (in line with the intentions of the GSC Western City District Plan as shown in Figure 2).

As shown in Figure 4, extensions both from the NSRL and (as passenger rail) from the proposed OSO corridor would enable higher-density development yields in growth area precincts, offsetting the cost of extended rail links.

Council's draft proposal, as shown in the diagram above, will also then allow for a new rail corridor to be provided through the development areas of Macarthur South and Wilton utilising the Greater Sydney Commission's Western Sydney District Plan identified city serving transport corridor that traverses through the Greater Macarthur Growth Area. Council will develop an evidence based business case to support this proposal, working with other local government authorities, State Government agencies, landowners and other key stakeholders.

The increased access to passenger rail stations will also remove significant traffic volumes off major arterial roads and negate the need for further Government expenditure on the road network.

Outer Sydney Orbital Transport Corridor (OSO)

Stage 1 of the Outer Sydney Orbital (OSO), also known as the M9, is proposed by the State Government to be located within a 200-330m-wide transport corridor commencing at the M31 at Douglas Park, traversing north to the WSA, and passing through St Marys to Maraylya. Ultimately, the Government sees this transport corridor as being part of a network linking the Illawarra through Western Sydney and on to Newcastle, completely bypassing the GSC-defined Central City and Eastern City of Greater Sydney. At this stage, the proposed corridor is to be protected for the delivery of a major motorway and freight rail line, although other transport modes would not be restricted from consideration for use within the corridor. Council is of the view that passenger rail should not be excluded from the OSO corridor.

Council's submission will concentrate on the southern end of the OSO Stage 1 corridor that currently ends at the M31. The main considerations for Council's submission on this corridor are:

- Urgent consideration should be given to the OSO Stage 1 corridor being extended east from the M31 as far as Appin Road, as part of the current corridor protection process. To delay this would result in significant opportunities being forfeited as major development is already being planned for this area. Furthermore, the OSO corridor and its eastward extension should be considered for future passenger rail and thus improved land use planning outcomes for the Greater Macarthur Growth Area.
- The extension of the OSO to Appin Road, south of the Appin town centre, could provide a far more cost-effective road network solution than the existing proposal to upgrade Appin Road through Campbelltown South to ultimately be six (6) lanes. This extension, coupled with a potential east-west passenger rail corridor from Douglas Park / Wilton to service the Greater Macarthur Growth Area (as shown in Figure 5), would reduce road infrastructure upgrade needs through the Campbelltown LGA.
- Retaining Appin Road through Campbelltown South as more of a local road (2-4 lanes) would also allow for the easier provision of fauna crossings between the Dharawal National Park and Campbelltown South. Council has been made aware of numerous koala fatalities along this section of Appin Road in recent times, and there is a risk that this situation could worsen with animals seeking to cross a wider corridor.

General transport issues for the Greater Macarthur region

The following are general comments on the corridor identification documentation that are intended to be incorporated as supporting material in Council's submission:

1. State Government transport planning has focused to date on providing links to the north and east of WSA and the Aerotropolis. Plans do not address cross-regional travel needs for the Western City urban area south.
2. Further work is required to identify the denser network of links that will complement the NSRL, SWLRE and OSO corridors and allow people to freely move between Greater Macarthur strategic centres – e.g., Oran Park / Narellan to the Campbelltown CBD, Leppington to Campbelltown / Macarthur, and Campbelltown / Macarthur to Appin / Wilton.
3. These intermediate corridors were indicated in the Western City District Plan but now need to be taken forward through detailed planning, and in turn protected to allow for the future provision of facilities that will enable the people of Western Sydney to more effectively access public transport.
4. There is the opportunity for all the above transport corridors to be designed such that:
 - a. While they are protected for later motorway and/or rail operation, they can be used initially and temporarily for rapid bus services / light rail / cycling if required. This would demonstrate a well-planned, staged approach to the growth of public transport that matches land use planning
 - b. Subject to place-based design investigations, longer-term urban development in the Greater Macarthur Growth Area could incorporate land bridges or airspace urban places over major transport arteries. This approach might see the long-term transport 'envelope' being protected within land use plans, thereby enabling short-term land use change to proceed outside this envelope.
 - c. The cut-and-cover construction of major transport corridors could be utilised to significantly reduce heat island effects, as the cover can be revegetated and provide flora and fauna corridors around what could be major land use planning zones.
5. In the shorter term, the development and delivery of the NSRL and SWRLE need to deal with these links as additions to an integrated transport system that also includes existing train services. To this extent there is an opportunity to provide satellite car parking stations outside, rather than at the heart of, all the CBDs throughout the Greater Macarthur region. This type of initiative could be utilised to reduce congestion on the road networks within the CBDs, as significant population increases occur through the land use planning proposed by State Government. Land would need to be reserved in outlying areas to provide facilities like satellite car parking stations.
6. Ultimately, lack of a clear transport plan for Greater Macarthur will limit the potential for population and jobs growth, will see increasing pressure on existing transport infrastructure and will lead to greater congestion on road and rail networks, leading to a severe loss of productivity for Greater Macarthur, Greater Sydney and NSW.

Attachments

Nil

