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Mr Geoff Cahill
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Dear Mr Cahill

Penrith City Council Submission – Western Sydney Long Term Strategic Transport Corridors

Thank you for the opportunity to comment on the proposed long term strategic transport corridors for Western Sydney.

Penrith City Council welcomes the State Government's efforts to identify and protect land for future transport infrastructure including roads, passenger rail and freight rail to support population, housing and jobs growth across Western Sydney. We acknowledge that this infrastructure is critical to achieving the vision of a 30-minute city and an efficient freight network as part of the emerging Western Parkland City.

Council broadly supports the proposed corridors and their purpose, with two exceptions. Firstly, in relation to the Bells Line of Road – Castlereagh Connection corridor, as advised in our letter of 1 May 2018, Council endorses the use of the existing 1951 Castlereagh Freeway corridor for the future road over the alternative corridor recommended by Transport for NSW (TfNSW) in the current consultation documents. Secondly, in relation to the North South Rail Line corridor, Council endorses extending the tunnel south of Lansdowne Road to Patons Lane in Orchard Hills. The reasons for these exceptions are discussed in Council's detailed submission, which is attached.

Council's submission also identifies a range of issues for TfNSW's consideration including early protection of the corridors and construction of the proposed infrastructure; undertaking master planning along the corridors, particularly at key interchanges such as St Marys and at the northern gateway to the Western Sydney Airport; and seeking further details on several matters including timing of the proposed corridors, the property acquisition process, the role of future road infrastructure in flood evacuation, and the design of future infrastructure within the context of the Western Parkland City.

Council requests the opportunity to work collaboratively with TfNSW on further corridor planning, preservation and design, given the extent of these corridors through our City and their role in supporting population, housing and jobs growth.

If you have any questions in relation to the matters raised in the submission, please contact me on 4732 8593.

Yours sincerely

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

Natasha Baker
City Planning Manager

Encl. Attachment – Penrith City Council Submission

Western Sydney Long Term Strategic Transport Corridors

Penrith City Council Submission

Introduction

Penrith City Council welcomes the State Government's efforts to identify and protect land for future transport infrastructure including roads, passenger rail and freight rail to support population, housing and jobs growth across Western Sydney. We acknowledge that this infrastructure is critical to achieving the vision of a 30-minute city and an efficient freight network as part of the Western Parkland City.

For several years, Council has strongly advocated for north-south transport connections to help create more local jobs, reduce congestion on our roads, increase regional investment and provide greater access for our communities. We have also advocated for improving the reliability and capacity of passenger rail on the Main Western Rail Line to support east-west movements. In addition, Council has advocated for promoting freight rail connections across Western Sydney to foster the region's prosperity and reduce road freight movements on the region's roads.

Following the release of the proposed transport corridors by Transport for NSW (TfNSW) and concerns raised by affected residents, Council established an email address where residents could share their submissions with Council, after submitting them to TfNSW. This was to ensure we heard and understood our communities' concerns. Approximately 1,500 submissions were shared with Council, with the majority relating to the Bells Line of Road – Castlereagh Connection (BLoR – CC) corridor. The issues raised in these submissions have informed our submission on the transport corridors.

Council strongly supports the need to protect transport corridors now to facilitate integrated land use and transport planning and enable opportunities for new development to be built that complements future transport infrastructure. We recognise that early corridor protection will ensure that land is available in the future to deliver cost-effective transport infrastructure when it is needed. We also recognise that early corridor protection provides increased certainty for landowners, businesses and communities about the location of future transport infrastructure. However, we request clarity on the timing of each of the proposed corridors and strongly urge the State Government to protect the corridors in a timely manner to provide this increased certainty.

In terms of acquisition, Council understands that, once the corridors are protected, there is the ongoing opportunity for owner-initiated acquisition under the *Land Acquisition (Just Terms Compensation) Act 1991* before the land is needed. We also understand that acquisition can occur through negotiated agreements or compulsory acquisition if land is required close to the time of construction. Council would appreciate further clarity on the property acquisition process, including information on the criteria for funding early acquisition/compensation (beyond the *Land Acquisition (Just Terms Compensation) Act 1991*), and the process for determining property values. Council requests the State Government commit to early acquisition of the corridors. Delays in acquiring properties within the corridor reservations can restrict landowners' development rights and their ability to sell, leading to anxiety and stress for landowners who are left in an unreasonably prolonged state of uncertainty.

Bells Line of Road – Castlereagh Connection

Council notes that the recommended BLoR – CC corridor aligns with the eastern end of the existing 1951 Castlereagh Freeway corridor until Fourth Avenue, Llandilo, where it then deviates further south of the existing 1951 corridor along the southern edge of land identified as Priority Conservation Lands (PCLs) under the *Cumberland Plain Recovery Plan*. Council also notes the statements made in the consultation documents that *“the remaining Castlereagh Freeway corridor is no longer a feasible option due to the large number of endangered species that are now found within [that] ... corridor”* and *“the recommended corridor ... avoids remnant bushland and endangered wildlife”*.

Council however strongly endorses the use of the existing 1951 Castlereagh Freeway corridor for the future road over the alternative corridor recommended by TfNSW in the current consultation documents, given the large number of residents, landowners and businesses that will be affected by the recommended corridor.

Council notes the draft Strategic Environmental Assessment (SEA) describes the bushland within the existing 1951 corridor as being in *“moderate to good condition”*. (Our residents suggest that the draft SEA describes this bushland as being in “pristine” condition). Despite its description, we are concerned that this assessment has been *“based on available desktop information and generally no ground truthing has been undertaken”*. Council believes that to abandon the existing 1951 corridor and recommend an alternative corridor using only available desktop information and no ground truthing is not appropriate or reliable.

Further, the draft SEA states that *“approximately 40 per cent of the land in the existing Castlereagh Freeway reservation is owned by Roads and Maritime”*. Council has mapped land within the existing 1951 Castlereagh Corridor that is in State Government ownership (see Attachment 1). This map clearly shows that the State Government has acquired most of the land within the 1951 corridor reservation.

The draft SEA also states that *“a total of 23 businesses could be potentially impacted by the recommended corridor and the land used by 13 existing businesses could be potentially severed by future transport infrastructure”*. While we note that there has been *“some identification of business operations”* undertaken through ground truthing, the local community has suggested to Council that many more businesses, including home businesses and farms, will be affected by the recommended corridor.

Therefore, as previously indicated, Council strongly endorses the use of the existing 1951 Castlereagh Freeway corridor for the future road and will not support any proposal to rezone the existing corridor for uses other than a road.

Council wishes to express its concern with aspects of the community consultation process on the recommended BLoR – CC corridor. While we have strongly encouraged residents to participate in the current consultation process, we ask that residents be treated fairly and provided with accurate and timely responses to the concerns they have raised in their submissions to TfNSW. Like the local community, Council was not made aware of any of the details of the recommended corridor before they became publicly available on 26 March 2018.

Council requests that TfNSW undertake a more thorough approach to consultation with the community, Deerubbin Local Aboriginal Land Council and our City Deal and Alliance Partners (Hawkesbury and Blue Mountains Councils) in adopting the existing 1951 Castlereagh Freeway corridor.

Council strongly supports the need for a future road that relieves congestion on the surrounding regional road network and on North Richmond bridge, improves access to the Sydney motorway network and links the region to central and western NSW. However, we believe this can be provided by a future road within the existing 1951 Castlereagh Freeway corridor.

Further, Council strongly supports the need for a future road that provides a critical flood evacuation route for communities within the Penrith and Hawkesbury Local Government Areas. We urge the State Government to commence early construction of the first stage of the road from the M7 Motorway to Castlereagh Road, along the alignment of the existing 1951 Castlereagh Freeway corridor, as a priority to improve flood evacuation performance for the region. We also request further details to better understand the role of the corridor/future road in evacuation and how its design will respond to this role.

Outer Sydney Orbital

Council strongly supports the Outer Sydney Orbital (OSO) corridor as it will provide critical north-south road and rail connections, stimulate local jobs growth and regional investment, support the Western Sydney Airport (WSA) and Western Sydney Airport Growth Area (WSAGA), separate freight rail from passenger rail and reduce congestion. We request early protection of the corridor and construction of the infrastructure by the State Government.

Council notes, however, that a significant part of the recommended corridor is located within the South Creek corridor, with significant flooding, biodiversity values and a number of recreational and community uses. The South Creek corridor is an important part of the Greater Sydney Green Grid – a regional network of high quality green spaces that supports walking, cycling and community access to open spaces, providing cool, green links throughout Greater Sydney. A priority of the *Western City District Plan* (and previous plans) is *“creating a continuous open space corridor along the entirety of South Creek that provides ecological protection and enhancement, better stormwater management and a regionally significant corridor for recreation uses”*.

While we acknowledged that placement of the transport corridor within the South Creek corridor is to reduce property impacts, the proposed road and rail infrastructure will have significant impacts, including on biodiversity/riparian values, landscape values, various recreational and community uses, and potentially on flood behaviour. Council urges TfNSW to balance these impacts with the Green Grid priorities of the District Plan. We would welcome the opportunity to work collaboratively with TfNSW and other relevant agencies and key stakeholders on this important issue. Given the impacts on recreational and community uses, Council also requests clarity on the timing of the OSO corridor and proposed transport infrastructure to assist in managing the impacts on and future investments in these land uses, including their potential replacement.

The OSO will pass through or near a number of key areas such as Dunheved Business Park, St Marys Town Centre and the WSAGA. It will be important to integrate the corridor and future infrastructure into the planning and development of these areas. The design of the corridor must consider the broader landscape setting and role of the South Creek corridor as a defining spatial element in the emerging Western Parkland City. The design must ensure that this landscape is not fragmented. Consideration must also be given to permeability to ensure that communities and businesses are not fragmented or isolated. Council strongly believes that master planning must be undertaken along the corridor to optimise development potential, permeability and landscape values, and promote the concepts of the Western Parkland City and Green Grid. In this regard, we request the opportunity to work collaboratively with TfNSW, Department of Planning and

Environment (DPE), other relevant agencies, including the Government Architect's Office (GAO), and key stakeholders to undertake this master planning.

The recommended corridor traverses and divides Wianamatta Regional Park, which is recognised for its natural and historical significance. The draft SEA indicates that the recommended corridor mitigates impacts on the Regional Park by avoiding impacts to the main access and minimising impacts on associated facilities to allow continued community use of the Park. It also avoids the South Creek riparian corridor through the centre of the Regional Park to minimise impacts to significant biodiversity values and areas of Aboriginal cultural sensitivity. The draft SEA states that this work has been determined in consultation with the Office of Environment and Heritage (OEH). However, there is limited information in the draft SEA to understand the justification for the selected route of the corridor through the Regional Park and to Shanes Park. Council therefore requests further details be provided to better understand the justification for the selected route and how it minimises impacts on biodiversity values, linkages and previously agreed offsets.

The freight rail loop line encircling Dunheved Business Park partially utilises the disused rail corridor that formerly served the St Marys ADI Site; however, the rail loop line will affect several properties. Council cautions TfNSW to carefully consider the detailed design of the rail loop line to minimise impacts on the Business Park. In particular, the rail line must not isolate the Business Park. In this regard, the design of the road connection into this precinct will be critical.

For many years, but particularly since 2012, Council has understood that the Werrington Arterial would be part of the OSO route, according to the State Government's previous *Long Term Transport Master Plan*. Since then, the State Government has delivered Stage 1 of the Werrington Arterial between the M4 Motorway and the Great Western Highway. The opening of Stage 1 has increased the 'dog leg' manoeuvre in the north-south traffic movement along the Great Western Highway and increased traffic congestion along Werrington Road. The issue of this 'dog leg' will be exacerbated by planned growth within the vicinity, whilst causing concerns for Kurrambee School and Penrith Valley Learning Centre, located on either side of Werrington Road. Council has previously advocated for the delivery of Stage 2 of the Werrington Arterial from the Great Western Highway to Dunheved Road. This remains a high priority project. It is unclear how the recommended OSO corridor relates to Stage 2 of the Werrington Arterial as the corridor alignment has not utilised Stage 1. Council urges the State Government to clarify the planning and functionality of the recommended corridor as it relates to the future connection to Stage 2 of the Werrington Arterial.

While the interchange between the OSO road and the M4 Motorway is welcomed, it appears that the location of the interchange has not recognised the full extent of road connections and its impact on two existing interchanges (Gipps Street/M4 Motorway and Mamre Road/M4 Motorway). Council requests further details of this complex interchange to better understand its impact prior to finalising the corridor.

The recommended corridor passes over some of the proposed road and intersection upgrades that are required to be delivered by Lendlease to connect the St Marys Release Area to the existing road network. This includes upgrades that Lendlease is already obliged to deliver, as well as upgrades to support future development. While Council officers have advised Lendlease that the upgrades should proceed as the need to service the emerging community is a priority, we would appreciate further details to understand the relationship between the upgrades and the infrastructure, and the timing of the infrastructure proposed in the corridor.

Council notes that the recommended corridor aligns with the M12 Motorway corridor west of Luddenham Road, and crosses The Northern Road to continue south on the western

side of the WSA. The potential impact on the landscape and heritage values of Mulgoa Valley and Wallacia is a concern. The draft SEA suggests that the recommended corridor provides the opportunity to establish a notional and strategic boundary to the western edge of the WSAGA. It also delineates and separates important rural uses from the WSAGA, helping to define the Metropolitan Rural Area and protect the values of the Mulgoa Valley and Wallacia. The boundaries of the Mulgoa Valley and Wallacia are considered to extend to the Nepean River to the west, the southern boundary of the Wallacia locality to the south, slightly west of The Northern Road to the east, and following the *Sydney Regional Environmental Plan 13 – Mulgoa Valley* boundary to the north. Council strongly supports the OSO corridor as the boundary of the western edge of the WSAGA to help define the Metropolitan Rural Area and protect the important values of the Mulgoa Valley and Wallacia.

To better understand the role of the OSO corridor/future road infrastructure in flood evacuation and how its design will respond to this role, further details are requested.

We note the consultation documents indicate that further investigations are proposed to identify land to extend the OSO to the Illawarra and the Central Coast. Council encourages TfNSW to continue these investigations.

North South Rail Line / South West Rail Link Extension

Council strongly supports the North South Rail Line (NSRL) corridor as it will provide a critical north-south rail connection, supporting the WSA, WSAGA, The Quarter (Penrith Health and Education Precinct) and St Marys Town Centre, and stimulate local jobs growth and regional investment. It will also provide essential future rail network capacity, relieve road congestion, and assist in achieving the vision for a 30-minute city. Council urges early protection of the corridor and construction of the rail line, particularly to reinforce the commitment in the *Western Sydney City Deal* for Stage 1 from the WSA to St Marys to be operational by the opening of the airport.

Council strongly supports a tunnel that avoids impacts on over 1,600 properties and associated community and physical infrastructure. However, Council endorses extending the tunnel south of Lansdowne Road to Patons Lane to avoid homes and businesses in this locality, and reduce noise and visual impacts on dwellings on the eastern edge of The Vines estate and adjacent rural properties in Orchard Hills. A tunnel to Patons Lane would also respond to the issue of balancing the impacts of the proposed infrastructure with the biodiversity and landscape values of the South Creek corridor.

Tunnelling of the rail corridor provides opportunities to connect to The Quarter and St Marys Town centre, to improve access to jobs, education, health and other services. St Marys Station, in particular, will become a significant transport node. It will be important to ensure that tunnelling of the rail line integrates with and activates these precincts. To facilitate this, Council believes that more detailed master planning should be undertaken. Further, like the OSO corridor, the design of the rail corridor at the surface needs to consider the broader landscape setting and role of the South Creek corridor as a defining spatial element in the Western Parkland City. Master planning should also be undertaken along the rail corridor to optimise development potential, permeability and landscape values and promote the concepts of the Western Parkland City and Green Grid. Council requests the opportunity to work collaboratively with the TfNSW, DPE, other relevant agencies, including the GAO, and key stakeholders to undertake master planning along the corridor and particularly at key precincts and interchanges.

In terms of economic impacts, the proposed rail line will act as a catalyst for development within the WSAGA and other key centres. It will also provide opportunities to support more sustainable development clustered around centres. Council requests the

opportunity to have a seat at the table for discussions on the infrastructure funding framework for the rail line and stations, and encourages TfNSW to bring these discussions forward.

Council further requests clarity on the timing of the NSRL corridor and infrastructure to assist in managing the impacts on and future investments in recreational and community uses, including their potential replacement.

Council urges early protection of the corridor for the South West Rail Link Extension and construction of proposed infrastructure to support a connected passenger rail network for the region. Consistent with Council's previous submissions on north-south rail, we also strongly urge TfNSW to continue its investigations into corridor options to extend the NSRL from St Marys to Cudgegong Road at Rouse Hill. We request that corridor protection of this link be brought forward to identify a more complete north-south passenger rail connection, and provide certainty for the community.

Western Sydney Freight Line

Council strongly supports the Western Sydney Freight Line (WSFL) corridor as it will support the WSAGA and facilitate development of an intermodal facility, remove freight rail from congested sections of the Main Western Line and reduce road freight.

Council urges early protection of the corridor and construction of the freight line. Like the OSO and NSRL corridors, we request the opportunity to work collaboratively with TfNSW, DPE, other relevant agencies, including the GAO, and key stakeholders to undertake master planning along the corridor to optimise development potential, permeability and design considerations.

Common / Interrelated Issues

In addition to the above issues, there are four common or interrelated issues that Council wishes to raise in its submission.

Flood Evacuation

Council strongly urges the State Government to carefully consider the flood evacuation role the proposed infrastructure within the BLoR – CC and OSO corridors can perform during significant flood events in the Hawkesbury Nepean Valley. We request that the alignment, height and rising road egress path be incorporated into corridor planning and detailed design of the infrastructure.

Master Planning Key Interchanges

Council wishes to again reinforce the critical need for master planning to be undertaken for St Marys, given it will be a major transport node, and for land at the interchange of the OSO/M12 Motorway, as it will be the northern gateway to the WSA.

Western City District Plan

Council acknowledges that the proposed transport corridors and infrastructure are critical to achieving the vision of a 30-minute city and an efficient freight network as part of the Western Parkland City. The vision of the Western Parkland City also includes incorporating the South Creek corridor, as part of the Greater Sydney Green Grid, as a core element of the city's amenity. Accordingly, Council requests further details on the design on the proposed transport infrastructure to help fully understand its visual impacts, and how it responds to landscape values and promotes the Western Parkland City and Green Grid concepts of the *Western City District Plan*. As previously indicated, we request the opportunity to work collaboratively with TfNSW on corridor planning,

preservation and design. Council is undertaking a range of strategic planning work over the next two years to guide the preparation of a local strategic planning statement and to implement the priorities of the *Western City District Plan*. We believe this work will be of assistance in corridor planning, preservation and design.

Freight Strategy

The introduction of the WSFL and connection to the Main Western Rail Line at St Marys brings with it enormous benefits to the capacity of passenger rail on the Main Western Line; i.e. removal of freight rail on the Main Western Line east of St Marys. Council strongly urges TfNSW to consider extending the freight line provisions and strategy to the west of Penrith Station to increase the capacity of passenger rail services on the Main Western Line west of St Marys and ensure fast, efficient rail services between Penrith, Parramatta and Central (Sydney), including services to The Quarter. Should the freight line not be improved beyond Penrith, then there is a concern that passenger rail benefits will only be realised east of St Marys Station.

Conclusion

Penrith City Council welcomes the State Government's efforts to identify and protect land for future transport infrastructure to support long term growth across Western Sydney. We broadly support the proposed corridors and their purpose, with the exception that the existing 1951 Castlereagh Freeway corridor be adopted and not the recommended BLoR - CC corridor, and the NSRL tunnel be extended south of Lansdowne Road to Patons Lane.

Council appreciates the opportunity to comment on the proposed corridors and urges TfNSW to consider the issues and comments raised in our submission. We look forward to the opportunity to work collaboratively with TfNSW on further corridor planning, preservation and design.

Attachment 1: Government Owned Land in the Existing 1951 Castlereagh Freeway Corridor

