



Hawkesbury City Council

supplementary
extraordinary
meeting
business
paper

date of meeting: 13 June 2018

location: council chambers

time: 6:30 p.m.

EXTRAORDINARY MEETING - SUPPLEMENTARY

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SUPPLEMENTARY REPORTS

Item: 145 **CP - Council Submission in Respect of Proposed NSW State Government Transport Corridors - (95498, 124414)**

Previous Item: 098, Ordinary (8 May 2018)
 128, Ordinary (29 May 2018)

Directorate: City Planning

The purpose of this report is to seek an endorsement from Council to make a submission to Transport for NSW (TfNSW) on the proposed NSW State Government Transport Corridors.

EXECUTIVE SUMMARY:

On 26 March 2018, Transport for NSW (TfNSW) announced details of four long term transport infrastructure corridors (Refer Attachment 1). The corridors have been identified as the:

- Western Sydney Freight Line Corridor.
- North South Rail Line and South West Rail Link Extension Corridor; and
- Outer Sydney Freight Rail Corridor and adjacent Outer Sydney Orbital Corridor,
- Bells Line of Road - Castlereagh Connection Corridor;

The purpose of the proposed corridors is to facilitate the NSW Government in planning for the long term transport needs of Western Sydney by identifying and protecting corridors of land for future transport infrastructure including roads, passenger rail and freight rail. This is consistent with the material contained within a number of NSW State Government documents, including: *Future Transport 2056*, the *NSW Long Term Transport Master Plan*, the *Greater Sydney Region Plan* and the *Western District Plan*.

The report reviews the corridors individually and as a group and makes a range of observations in relation to

- The need for confidentiality
- Freight and associated transport movement
- The broader geographic considerations
- The respective alignments
- Environmental considerations
- Best practice transport corridor development
- Design and amenity
- The work of other government agencies
- The Western Sydney City Deal
- The recent Mayoral Minute

RECOMMENDATION SUMMARY:

The report recommends that Council endorse the lodgement of a submission with Transport for NSW regarding the four long term transport infrastructure corridors.

REPORT:

Background

On 26 March 2018, Transport for NSW (TfNSW) announced four long term transport infrastructure corridors (Refer Attachment 1). The corridors have been identified as the:

- Western Sydney Freight Line Corridor.
- North South Rail Line and South West Rail Link Extension Corridor; and
- Outer Sydney Freight Rail Corridor and adjacent Outer Sydney Orbital Corridor,
- Bells Line of Road - Castlereagh Connection Corridor;

The purpose of the proposed corridors is to facilitate the NSW Government in planning for the long term transport needs of Western Sydney by identifying and protecting corridors of land for future transport infrastructure including roads, passenger rail and freight rail. This is consistent with the material contained within a number of NSW State Government documents, including: *Future Transport 2056*, the *NSW Long Term Transport Master Plan*, the *Greater Sydney Region Plan* and the *Western District Plan*.

Collectively, the proposed corridors are approximately 200 kilometres in length and range from 40 to 300 metres in width - depending on local conditions and requirements.

The specific aims of the corridors are to support:

- the separation of freight and passenger rail services to both improve the reliability and capacity of passenger rail and meet future rail freight needs and economic competitiveness;
- a decrease in the number of truck movements on Greater Sydney's roads, with benefits for air quality, congestion and safety;
- reduced road congestion and commute times;
- economic growth and job creation and
- east-west and north-south movements and connections to existing and growing areas of Western Sydney, including between the growth areas.

Strategic Planning Context

The NSW Government has released a number of strategic plans and policies to provide a framework for future land use planning and the development of transport infrastructure.

In 2016, the NSW Government introduced the concept of the vision for Greater Sydney as a Metropolis of Three Cities - the Western Parkland City, the Central River City and the Eastern Harbour City. (Refer Figure 1). This strategic framework intends to transform land use and transport patterns and boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth to all its residents.

The Western Parkland City will be structured around the:

- Existing centers of Liverpool, Campbelltown and Penrith
- Western Sydney Airport at Badgerys Creek.

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Together they will provide a framework for future growth linking transport, housing and jobs to reduce traveling times between work and home and enhance liveability. Liveability for residents covers a range of matters such as more trees to provide shade and shelter within walkable neighbourhoods within easy reach of shops and services.



Figure 1: Metropolis of three cities - Source: A Metropolis of Three Cities

This vision of 'A Metropolis of Three Cities' was also reflected in the:

- Greater Sydney Region Plan - the regional plan for Greater Sydney, using a 20 year planning horizon within a 40 year vision for Sydney's growth that includes the emerging Western Parkland City. In 2018, the NSW Government released a suite of strategic planning documents including Greater Sydney Region Plan 2018, Western City District Plan, Future Transport Strategy 2056, NSW Draft Freight and Ports Plan and Greater Sydney Services and Infrastructure Plan. These planning documents establish or support the vision of the emerging Western Parkland City.
- Future Transport 2056, including the Future Transport Strategy 2056, the draft NSW Freight and Ports Plan and Greater Sydney Infrastructure and Services Plan, released in conjunction

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with the Greater Sydney Region Plan, bringing together integrated land use and transport planning for Greater Sydney and NSW.

- Five District Plans - detailed plans for each of Greater Sydney's five districts to inform local-level planning and guide public and private investment. Of the five district plans, Hawkesbury LGA is included within the frameworks of the Western City District Plan.

This suite of strategic planning documents is also aligned with the Western Sydney City Deal between the NSW Government, Australian Government and local government.

Opportunities created by 'A Metropolis of Three Cities' include:

- enhancing Greater Sydney's natural and built environment;
- establishing more liveable neighbourhoods and well-connected and resilient communities;
- better connecting people with opportunities for education, housing and jobs across Greater Sydney;
- leveraging of unprecedented infrastructure investment and provide the right transport connections across the city and within neighbourhoods.

The objectives and metrics of 'A Metropolis of three Cities' are based on Ten Directions:

1. A city supported by infrastructure
2. A collaborative city
3. A city for people
4. Housing the city
5. A city of great places
6. A well connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city;
10. A resilient city.

These objectives are to be implemented through various strategic planning strategies and frameworks as illustrated in Figure 2 below.

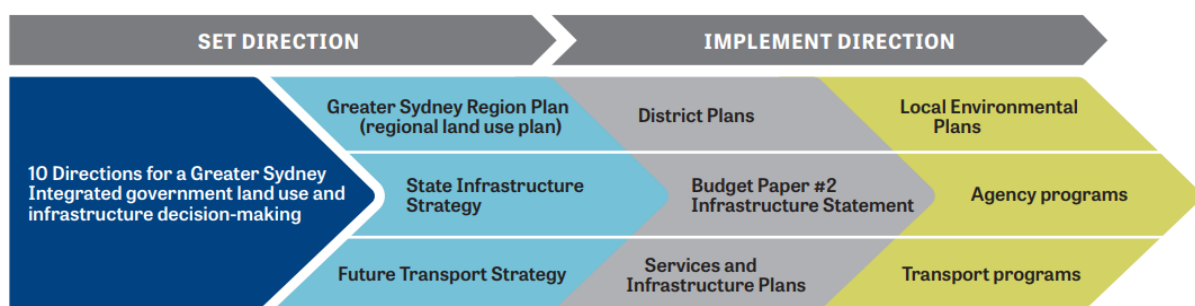


Figure 2: Strategic Planning Strategies and Framework - Source: DP&E

Infrastructure Australia also released the first Australian Infrastructure Plan in 2016. The Plan made a number of recommendations in relation to selecting and planning for infrastructure projects in the future. Included is a recommendation in relation to long-term corridor protection and opportunities for Australian Government funding for projects.

Of particular importance to the proposed corridors, the Australian Infrastructure Plan specifically identifies that corridor protection is critical in translating long-term planning into infrastructure and that effective corridor protection mechanisms should be established to ensure the timely protection of surface, subterranean and air corridors for future infrastructure priorities.

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Western Parkland City District

The Western City District covers the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly local government areas. Figure 3 illustrates the boundary of the Western City District.

The Western City District Plan is a 20 year plan to manage growth in the context of economic, social and environmental matters to achieve the 40 year vision for Greater Sydney Region. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of three Cities, at a district level and is a bridge between regional and local planning.

The population of the Western Parkland City is projected to grow from 740,000 in 2016 to 1.1 million by 2036, to in excess of 1.5 million by 2056.



Figure 3: Western Parkland City District - Source: WCDP

The vision for the Western Parkland City is based on the following statements:

- The city will be established on the strength of the new international Western Sydney Airport and Badgerys Creek Aerotropolis. It will be a polycentric city capitalising on the established centres of Liverpool, Greater Penrith and Campbelltown-Macathur;
- The city will be catered by new city-shaping transport infrastructure, and the airport, providing a high level of transport network connection;
- The city will be supported by a potential new east-west mass transit corridor that will connect the Western Parkland City to the Central River City. In the long term the Outer Sydney Orbital will provide the city with direct connections to Greater Newcastle, Wollongong and Canberra;
- The city will include a Western Economic Corridor that will attract globally significant defence and aerospace activities and contribute to a strong trade, freight, logistics, advanced manufacturing, health, education and science economy. This will produce knowledge-intensive jobs close to areas of high population growth and drive the development of the corridor and the metropolitan cluster; and
- The city will include a diversity of housing types around centres and transit nodes and incorporate the Greater Sydney Green Grid as a core element of the city's amenity.

Western Sydney City Deal

The concept of 'City Deals' was announced in the Smart Cities Plan (Department of the Prime Minister and Cabinet 2016). Their objective is to leverage off Australian Government investments in infrastructure to ensure that projects deliver broader economic objectives, maximise investment reach by facilitating alternative financing models, and increase overall infrastructure investment levels.

The Western Sydney City Deal, involving the Federal Government, the NSW State Government and the eight Western Parkland District Councils is intended to provide funding and policy support for the generation of economic growth, jobs and housing, reduced travel times and improved environmental outcomes.

A key priority of the Western Sydney City Deal is to increase investment in infrastructure; particularly public transport projects that are intended to unlock the economic potential of the region, reduce congestion and support local needs.

Mayoral Minute

On 8 May 2018, Council considered a Mayoral Minute in relation to the proposed Bells Line of Road Castlereagh Corridor Connection and an associated recent Penrith City Council motion. In response Council resolved to:

- Meet with Penrith City Council representatives regarding the adaptation of the 1951 route for the Castlereagh Freeway. Furthermore, at the meeting with Penrith City Council, Council shall state with definite clarity that it does not support the extension of the Castlereagh Freeway across the Nepean River, nor does it support a Bells Line of Road (BLoR) Corridor, whether it is 1951 or any other time.
- Seek the support of Penrith Council to facilitate the establishment of a high level crossing (above 1:100 year flood level) in the vicinity of North Richmond, Richmond or Windsor to address Hawkesbury City Council's long held ambition of achieving a third crossing of the Hawkesbury River.
- Not support the current proposed Bells Line of Road corridor in any form or location. Council believes that funding that may have been allocated to the BLoR project should be spent on planning and constructing a third river crossing in the Windsor or Richmond area.
- Note the concerns of Hawkesbury residents affected by the northern extent of the M9/Outer Sydney Orbital corridor as very similar to those held over the BLoR/Castlereagh corridor, both in relation to the proposed location, the negative impacts that would ensue and the process that has been followed to inform the community.
- Request the NSW Government to review its approach to the planning of future transport needs in the Hawkesbury LGA by both abandoning the current proposal west of the Hawkesbury River, and considering alternatives to the current path of the M9/OSO through Vineyard, Oakville and Maraylya and genuinely work with the community from bottom up and not top down to:
 - Document the objectives of future transport needs.
 - Identify transport, social, flood, environmental and other issues that need to be addressed when pursuing short and long term transport plans.
 - Acknowledge the strategic directions of the projected growth within the area as identified in local strategic plans, Greater Sydney Commission and Western City Deal plans and reflect this projected growth in any transport planning.
 - Develop options that respond to the community developed objectives and issues.

- Engage in broad and inclusive consultation with the community in the identification of any preferred final transport options.
- Inform the NSW Government of the immense emotional toll that the location of this corridor through family houses, over historic orchards, equine facilities and across iconic vistas, and its subsequent announcement has imposed on many within our community, and request the NSW Government to provide counselling support to any affected persons.

Community Consultation

Transport for NSW publicly exhibited the four corridors until **1 June 2018**. In their consultation package TfNSW have indicated that the consultation process commenced in 2015. It was at this time that TfNSW consulted community members and groups, councils, representative bodies, businesses and residents on a broad study area over a ten week period. The community consultation included 12 pop-up community information stalls and 6 community drop-in sessions. More than 1,200 submissions were received on both Outer Sydney Orbital and Bells Line of Road - Castlereagh Connection corridors.

Issues raised through the submissions included:

- environmentally sensitive areas and environmental corridors that enable wildlife movements;
- rural amenity and significant heritage areas;
- existing residential developments and established communities;
- small-scale farming and prime agricultural lands; and
- opportunities to use the previously identified Castlereagh Freeway corridor and the Drift way at Londonderry.

The community consultation for North-South Rail Link corridor was undertaken over 10 weeks. Meetings were held with people who owned land within the proposed corridor and study areas. Workshops and community drop-in sessions were held during the consultation period. More than 1560 submissions were received.

Issues raised through the submissions included:

- environmentally sensitive areas that may offer opportunities for wildlife to move around;
- the area's rural characteristics and influences; and
- existing housing and established communities.

Figure 4 has been developed to explain how this earlier consultation has contributed to the the process and progress of the identification of the corridors.

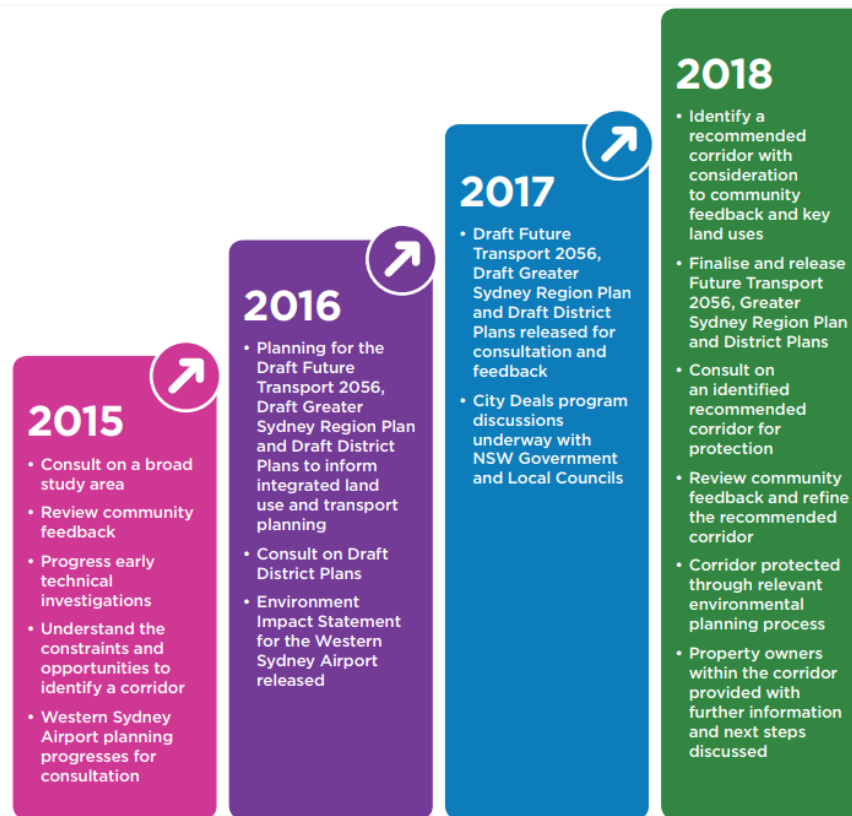


Figure 4: Consultation from 2015-2018 - Source: TfNSW

The detailed exhibition material developed in respect of each of the corridors can be viewed by clicking the links below:

Outer Sydney Orbital Corridor

<https://www.transport.nsw.gov.au/corridors/oso>

Bells Line of Road - Castlereagh Corridor

<https://www.transport.nsw.gov.au/corridors/blor>

North-South Rail Link Corridor

www.transport.nsw.gov.au/corridors/nsrl-swrl

Western Sydney Freight Line Corridor

www.transport.nsw.gov.au/corridors/wsfl

Proposed Transport Infrastructure Corridors

Western Sydney Freight Line Corridor

The Western Sydney Freight Line corridor was identified in the NSW Freight and Ports Strategy in 2013 as having the potential to connect Port Botany with Western Sydney, delivering dedicated rail capacity that will help to reduce pressure on Greater Sydney's motorway network.

Later, the Western Sydney Freight Line corridor was identified in 2017 as part of the broader consultation for Future Transport 2056, district plans and Greater Sydney Region Plan. Figure 5 below illustrates the Western Sydney Freight Line corridor.

The Western Sydney Freight Line corridor is defined as:

- a western section, extending from the future Outer Sydney Orbital in Luddenham at its western end to the M7 Motorway; and
- an eastern section, extending from the M7 Motorway to the connection with the Southern Sydney Freight Line at Villawood.

When delivered, the Western Sydney Freight Line will provide regional freight access to Greater Sydney's dedicated freight network while releasing capacity to enable passenger services through Blacktown and Parramatta to increase.

At this stage the Western Sydney Freight Line corridor is only identified between the M7 Motorway and the Outer Sydney Orbital corridor. TfNSW has indicated the need to investigate a proposed corridor of land for the remaining Western Sydney Freight Line corridor between Villawood / Leightonfield and the M7 Motorway subject to additional technical investigations and land use and transport studies.

The exhibition material suggests that the Western Sydney Freight Line would be built in the short to medium term – around 10 to 20 years (subject to land reservation and project approvals) and would service existing industrial estates as well as the new Western Sydney Airport Growth Area. To meet the objectives for the corridor, the line would need to connect to the Southern Sydney Freight Line near Leightonfield and the Main West Rail Line via the proposed Outer Sydney Orbital Corridor, and would include the opportunity to provide a connection to a possible future intermodal facility.

Draft Strategic Environmental Assessment

(Refer <https://www.transport.nsw.gov.au/corridors/wsfli>)

The draft Strategic Environmental Assessment commissioned by TfNSW relates primarily to the western section of the Western Sydney Freight Line. In relation to the eastern section, the document identifies the area of the link and considers constraints, environmental impacts and construction challenges.

The potential impact of this corridor includes:

- Land use and development: including the type of development within the wider study area, with residential and community land uses considered a greater constraint on the land, and employment land considered to offer greater opportunity to integrate with, and benefit from, a future freight line;
- Infrastructure: including the Warragamba Pipeline, the M7 Motorway, the future Outer Sydney Orbital, the opportunity for connections to the Southern Sydney Freight Line to provide a dedicated freight link to Port Botany, and larger environmental assets such as Western Sydney Parklands and Prospect Reservoir;
- Biodiversity: including areas of high ecological value in the western section, especially between Old Wallgrove Road and the M4 Motorway to the west of Ropes Creek;
- Heritage: avoiding or minimising impacts to items or sites listed on any federal, State or locally significant registers where possible, with several Aboriginal and non-Aboriginal items of significance that will require further consideration during design development;
- Topography: avoiding steep topography to meet a business requirement for the future rail operations within the corridor at a maximum grade of one per cent to ensure efficient operations while avoiding unnecessary emissions and increased noise; and
- Flooding and hydrology: considering three flood-prone creeks in the western section (South Creek, Ropes Creek, and Reedy Creek) and Eastern Creek, Prospect Creek and Orphan School Creek to the south-west of Yennora Station in the eastern section.



Figure 5: Western Sydney Freight Line Corridor - Source: TfNSW

Comment - Western Sydney Freight Line Corridor

Subject to the implementation of appropriate mechanisms that address the points summarised in the Draft Environmental Assessment Report, the proposed Western Freight Line will potentially provide a range of benefits and opportunities for Western Sydney, including:

- Facilitating freight movements to and from Badgerys Creek airport
- Decreasing freight movements on the local road network

- Providing a potential route for a fuel line to Badgerys Creek airport. At this point it is not proposed to establish a fuel line before the airport opens. As a consequence all fuel will be transported to the airport by road.

However, there is also a general lack of information about likely short, medium and long term scenarios for freight and trade related movements to and from the airport to both:

- Metropolitan Sydney
- The wider region, including central western NSW, Newcastle and Wollongong.

This information is required to inform community engagement and ultimately a preferred strategy for the airport and western Sydney in the context of broader state primary production, trade, freight and transport considerations.

North-South Passenger Rail Corridor

The Western Sydney City Deal identifies a North – South Rail Corridor from Rouse Hill to Macarthur.

The Western City District Plan also identifies a North-South train link from Rouse Hill to Macarthur/Campbelltown.

The TfNSW corridor only relates to the portion of the link identified in the Western Sydney City Deal and the Western City District Plan, from St Marys to Macarthur/Campbelltown via the Badgerys Creek Airport. Figure 6 below illustrates the North – South Passenger Link.

The corridor is in tunnel at St Marys and remains in tunnel to Orchard Hills. Between Orchard Hills and the northern boundary of the future Western Sydney Airport site the proposed corridor is at the surface. The North-South Rail Line corridor continues at the surface between the southern boundary of the future Western Sydney Airport site and Oran Park, via the future Western Sydney Airport - Badgerys Creek Aerotropolis. Between Oran Park and Glen Alpine the North-South Rail Line corridor is again in tunnel. The North South Rail Line returns to the surface within the existing T8 South Line rail corridor at Glen Alpine and continues at the surface to Macarthur Station. A section of the existing rail corridor alongside Menangle Road to the west of Macarthur Station would need to be widened to accommodate the North South Rail Line.

The North South Rail Line corridor will provide for future passenger rail line and:

- Provide a major transport link between the North West, Western Sydney Airport, South West and Greater Macarthur Growth Areas;
- Provide transport options to support population, jobs and economic growth across Western Sydney and for the planned Western Sydney Airport; and
- Support future town centres to be designed and planned around future transport infrastructure.

The North-South rail corridor is generally between 40 to 60 metres wide, depending on landform and expected rail operations. The eventual North-South Rail Line tunnel locations require further detailed design work.

TfNSW state that improved North-South rail link would:

- maximise the opportunity to have major centres on the North-South train link, taking advantage of local economic activity created when more than 1.5 million people live in the Western Parkland City by 2056;
- facilitate east-west transport connections to these centres; and
- provide connections to the Sydney Metro Northwest, which would provide connections to the health and education assets at Campbelltown-Macarthur and the existing centres to:

- enhance the opportunities for economic activity at Marsden Park;
- create a range of development opportunities at a likely interchange with the Richmond rail line at Schofields;
- give residents access to tertiary education and knowledge intensive jobs along the Sydney Metro Northwest corridor; and
- further connect economic activity and access for labour to a wider number of jobs.

Draft Strategic Environmental Assessment

(Refer https://www.transport.nsw.gov.au/system/files/media/documents/2018/NSRL_Draft%20SEA_180131.pdf)

The impacts and opportunities associated with the proposed North – South Rail Corridor have been assessed in terms of:

- Land use and property impacts
- Economic impacts
- Traffic and transport
- Noise and vibration
- Visual amenity, built form and urban design
- Soil and water
- Biodiversity
- Heritage
- Air quality
- Social impacts.

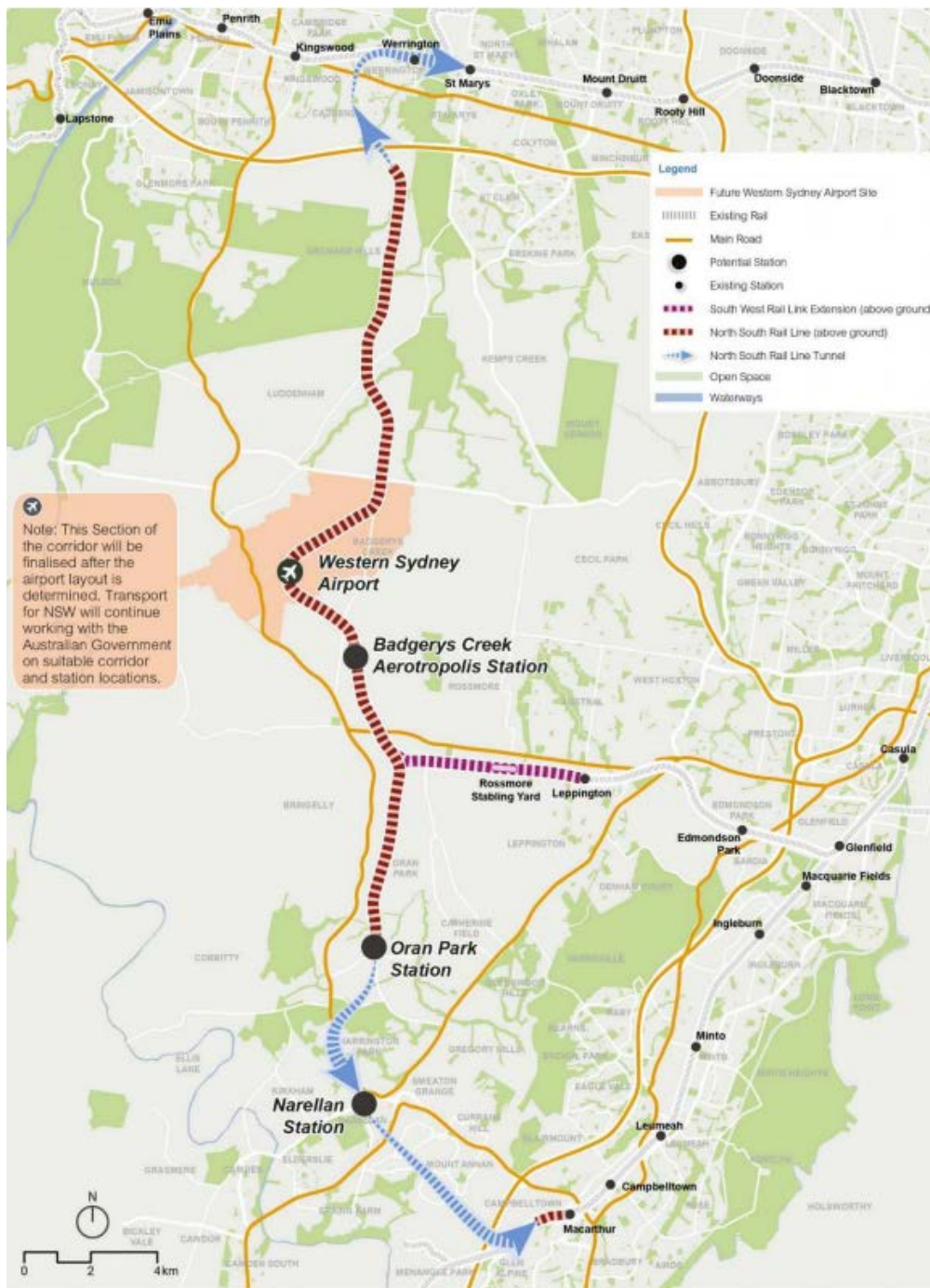


Figure 6: The North-South Passenger Rail Link - Source: TfNSW

Comment - The North-South Passenger Corridor

Planning in relation to the proposed North – South Passenger Rail link was conducted in a highly confidential manner. This is understandable, given that the alignment of new public transport infrastructure and the location of associated railway stations can lead to significant speculation and a significant uplift in the value of nearby land.

For this reason, the identification of the alignment without the involvement of the wider community is understandable. However the same arguments do not apply to other elements of the corridor announcement and could have been handled in a more open and inclusive fashion.

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The proposed North – South Passenger Rail link will also provide a range of benefits and opportunities for Western Sydney, including:

- Providing much needed additional Public Transport infrastructure for Western Sydney
- Establishing a lateral North – South line, to augment what is primarily an existing radial network
- The integration of public transport infrastructure with new employment and housing opportunities

However, the exhibited corridor is deficient on a number of counts, namely:

- It fails to recognise an existing NSW Department of Planning Corridor from Cudgegong Road (South West of Rouse Hill) to Marsden Park <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/North-West-Growth-Area/~media/93D18F10B9964D6088DEAEDE943951E0.ashx>

Details of this corridor were published the NSW Department of Planning and Environment in May 2017 and clearly indicate both:

- A future Public Transport Corridor (planning Underway)
- Future Public Transport Stations at Schofields and Marsden Park
- It fails to provide any firm commitment on the remaining section of North – South Rail between Marsden Park and St Marys. A commitment on the timing of an announcement in relation to the balance of the North – South Passenger Rail link should be given to avoid any ongoing uncertainty.

Outer Sydney Freight Rail and Orbital Corridor

The Outer Sydney Freight Rail and Orbital corridor extends between Maraylya in the north and the Hume Motorway near Menangle in the south, a distance of approximately 80km. Figures 7 and 8 below relate to the original investigation area and the currently proposed corridor.

The corridor varies between 200m and 300m in width to accommodate the likely future freight rail line motorway, including maintenance access; utilities corridors, all proposed motorway interchanges and freight rail junctions; environmental treatments and modifications to the local road and rail network.

It will form part of a full orbital road network for the Badgerys Creek airport precinct in conjunction with Elizabeth Drive and the M4, M5 and M7 motorways.

The 'Greater Sydney Services and Infrastructure Plan' indicates that the Outer Sydney Orbital will ultimately provide an outer bypass of Greater Sydney by connecting the Central Coast, the Western Parkland City and the Illawarra.

The first stage of the corridor will connect the North West Growth Area, the Great Western Highway near St Marys, the South West Growth Area and the Greater MacArthur Growth Area with the Badgerys Creek airport, boosting access to the airport and the jobs surrounding is as it develops.

The proposed corridor assumes the Orbital will eventually be a motorway with up to four lanes in each direction that will interchange with:

- M4 Western Motorway;
- M31 Hume Motorway;
- the proposed M12 Motorway;
- the future Bells Line of Road - Castlereagh Connection corridor; and
- arterial roads: Windsor Road, Richmond Road, Great Western Highway, The Northern Road, Greendale Road, Cobbitty Road and Burragorang Road.

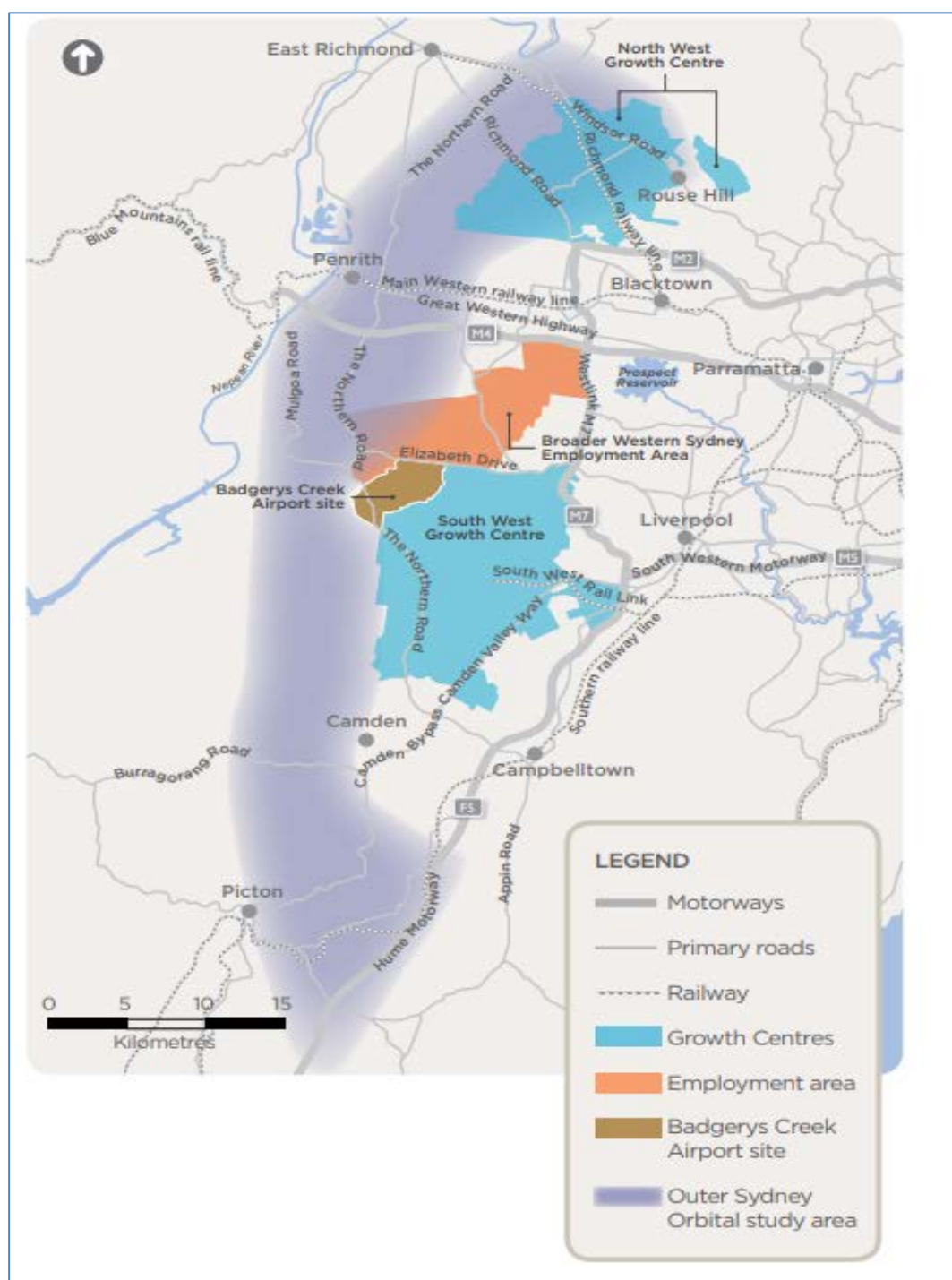


Figure 7: Outer Sydney Orbital Investigation Area - Source: TfNSW



Figure 8: Outer Sydney Orbital Corridor - Source: TfNSW

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The Outer Sydney Orbital will also provide two freight lines with rail junctions with the Main West Rail Line, the Main South Rail Line and the proposed Western Sydney Freight Line.

The stated benefits of the Outer Sydney Orbital Corridor are that it will:

- Provide for a major transport link between the North West and South West Growth Areas;
- Provide connections to the planned Western Sydney Airport and future employment lands;
- Support growing communities, businesses and new jobs in Western Sydney;
- Provide a freight rail connection between Port Botany, Western Sydney and regional NSW;
- Support the further separation of freight and passenger rail
- Move freight more rapidly, efficiently and safely by rail.

Approximately 124 properties zoned RU4 Primary Production Small Lots are affected within the Hawkesbury LGA by the proposed Outer Sydney Orbital corridor.

The location of the alignment of the Outer Sydney Freight Rail Corridor is the most sensitive element of this combined corridor. The design of freight rail lines requires far greater attention to matters such as gradient and the radius of turns / changes in the direction of the line, to ensure that it satisfies the operational requirements of the ultimate users of the freight line.

Draft Strategic Environmental Assessment

(Refer https://www.transport.nsw.gov.au/system/files/media/documents/2018/OSO-050%20Draft%20SEA%20Rev%209_WCAG.pdf)

TfNSW commissioned a draft Strategic Environmental Assessment to identify the key impacts and opportunities and also to support the rezoning of the corridor of land for the explicit purposes for the construction of the Outer Sydney Orbital Corridor.

Comment - Outer Sydney Freight Rail and Orbital Corridor

TfNSW has not exhibited any detailed criteria or other options for this corridor to provide opportunities for the community and other stakeholders to compare it against.

As stated previously, there is also a general lack of information about the important and associated matters of freight and trade movements to and from Badgerys Creek airport to both:

- Metropolitan Sydney
- The wider region, including central western NSW, Newcastle and Wollongong.

This information would be beneficial in informing both:

- Engagement with residents and business
- Economic, export, trade and freights strategies for Badgerys Creek airport and the Western District Local Government Areas in the context of broader state primary production, trade, freight and transport considerations. For example what agricultural produce and/or manufactured material is likely to be transported to, from and between:
 - Kingsford Smith and Badgerys Creek Airports
 - The Ports of Newcastle, Botany and Wollongong
 - Western Sydney
 - The greater Metropolitan Sydney area
 - The South Coast / Illawarra and the Central Coast / Hunter
 - Central and Western NSW.

A further consideration in the latter point is how the NSW State Rail Network will integrate and compliment the Inland Rail from Melbourne to Brisbane via centres such as Parkes and Narromine.

The corridor currently terminates at Maraylya, pointing in a generally northern direction, towards the Central Coast and Newcastle. The balance of this route needs to be investigated as a matter of priority to confirm that the general direction of the current termination point is in fact the most appropriate direction.

The Outer Sydney Orbital maps and texts indicate that the corridor will run through Box Hill area, however, analysis of the maps identify that the corridor is actually passing through Vineyard to Maraylya within the Hawkesbury Council LGA. Clarification on this matter is required for certainty on what land is actually affected and TfNSW should be informed to correct this information in their documents.

The proposed Outer Sydney Orbital corridor plans indicate a future connection of the corridor to Central Coast; however, the plans don't indicate a route or an indicative land preservation investigation area further from Maraylya.

Scheyville National Park and Windsor Downs Nature Reserve fall within the investigation area for the corridor; clearing the park and reserve for corridor construction purpose may have significant adverse impact on the exiting biodiversity and wildlife habitat and connectivity. Added impacts are the loss of ecological communities, flora and fauna species.

The proposed Outer Sydney Orbital corridor will also create potential noise, vibration and air pollutions to residential areas (both proposed and established) and in particular to medium/high density residential areas and premises such as universities, schools, child care centres, hospitals and aged care facilities.

Additionally, the proposed Outer Sydney Orbital corridor runs through the newly created Vineyard Precinct, which is an area identified for future residential purposes within the North West Growth Area SEPP. The investigation area for land preservation for the corridor covers the Vineyard Precinct and land towards Maraylya.

The Outer Sydney Orbital corridor affects approximately 124 properties within the Hawkesbury LGA. However, there will be more properties affected within the LGA once TfNSW ascertains the corridor extension from Maraylya to Central Coast.

The affected locations are the Bligh Park and South Windsor (established residential areas), which may have an adverse impact of community division by the corridor including land acquisition impacts.

Bells Line of Road - Castlereagh Connection Corridor

The Bells Line of Road - Castlereagh Connection was identified in the Long Term Transport Master Plan in 2012. Figures 9 and 10 below relate to the original investigation area and the currently proposed corridor.

The 40km proposed Bells Line of Road - Castlereagh Connection corridor extends through Blacktown, Hawkesbury and Penrith local government areas, and is between 80m to 140m wide depending on the topography. It will provide a connection between the Bells Line of Road at Kurrajong Heights and the existing motorway network at the junction of Richmond Road and the M7 at Colebee.

The corridor commences at the M7 at Colebee and proceeds along the existing Castlereagh Freeway reserve before crossing The Northern Road and Cranebrook Road, then Castlereagh Road and the flood plain of the Nepean River. After crossing the Gross River, the corridor runs parallel to Grose World Road before running in a tunnel parallel to the existing Bells Line of Road to Kurrajong Heights.

The stated benefits of the Bells Line of Road - Castlereagh Corridor are:

- Improved travel between regional centres west of the Blue Mountains and Sydney's motorway network to support population and economic growth;
- Provides and additional access to the Blue Mountains;

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- Creates significantly better flood free access for the communities in the Hawkesbury and Penrith lakes area; and
- Provides an alternative to the M4 Motorway, Great Western Highway, Windsor Road and Richmond Road.

Approximately 144 properties, zoned RU2 Rural Landscape, E4 Environmental Living, and RU4 Primary Production Small Lot are affected by the proposed Bells Line of Road - Castlereagh Connection corridor.

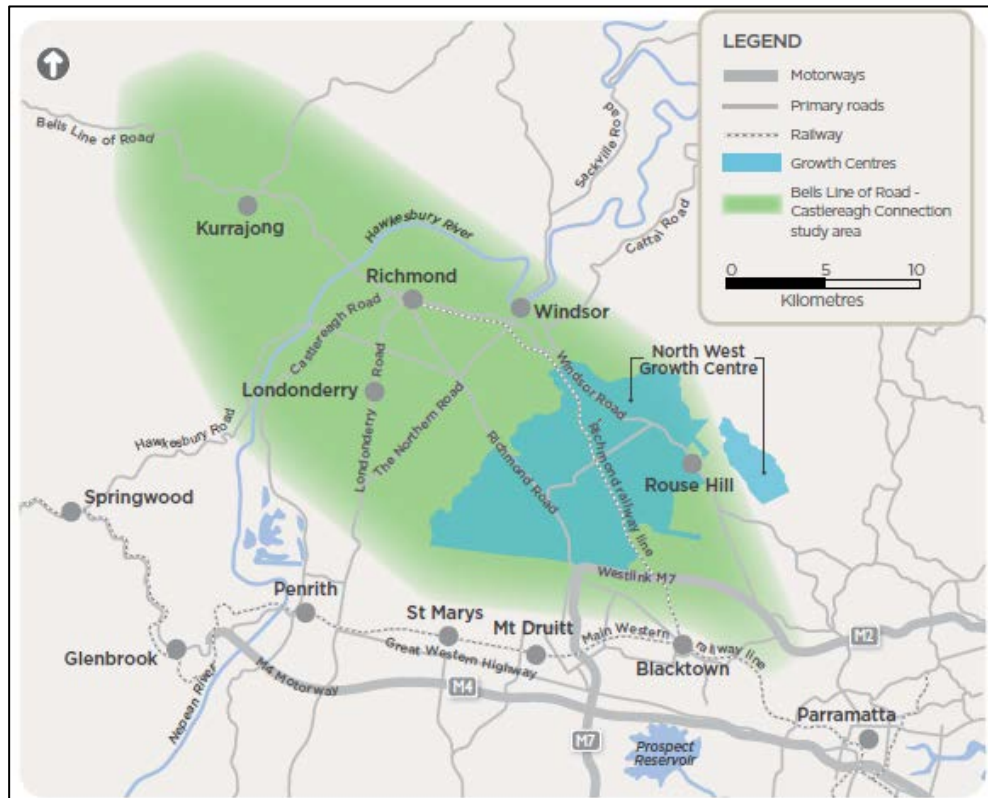


Figure 9: Bells Line of Road - Castlereagh Corridor Investigation/Study Area - Source: TfNSW

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Draft Strategic Environmental Assessment

(Refer <https://www.transport.nsw.gov.au/system/files/media/documents/2018/BLoR-CC%20draft%20SEA%20v10%20130318%20WCAG.PDF>)

The key objectives of the Strategic Environmental Assessment for Bells Line of Road - Castlereagh Corridor are to:

- Identify the strategic justification and need for the future BLoR-CC corridor;
- Provide the evidence base to inform the creation of statutory planning controls that protect land for the purpose of a long term transport infrastructure corridor;
- Describe the baseline conditions of the proposed corridor and surrounding areas with regard to key environmental aspects;
- Undertake a strategic impact assessment of the proposed corridor;
- Recommend appropriate strategic mitigation and management measures to support the protection of the proposed corridor; and
- Identify any statutory planning implications of the proposed corridor for consideration.

Historic 1951 Plan of Bells Line of Road - Castlereagh Corridor

In 1951, a Castlereagh Freeway Corridor between the M7 Motorway and Wianamatta Nature Reserve had been identified by TfNSW (then RTA). Parts of the 1951 corridor are included in the proposed Bells Line of Road - Castlereagh Connection corridor. However, much of it is no longer considered feasible for future transport connection due to the large number of endangered species now inhabiting the Castlereagh Freeway corridor.

Figure 11 illustrates the 1951 Bells Line of Road - Castlereagh Corridor (proposed roads in yellow colour).

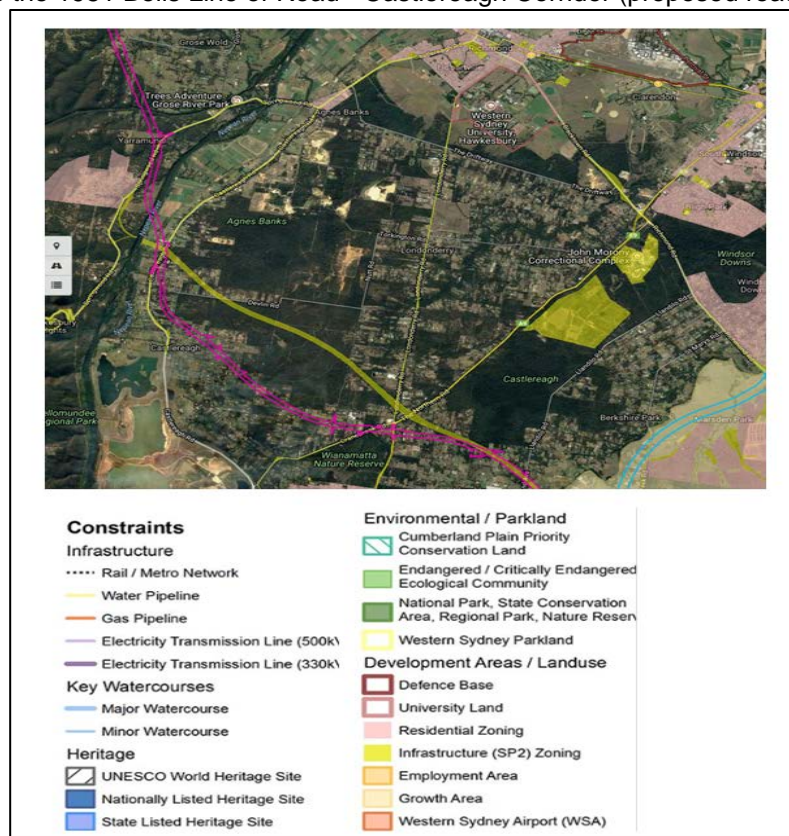


Figure 11: 1951 Bells Line of Road - Castlereagh Corridor - Source: TfNSW

Comment - Bells Line of Road - Castlereagh Corridor

As stated previously, planning in relation to the proposed North – South Passenger Rail link was conducted in a highly confidential manner. This is understandable, given that the alignment of new public transport infrastructure and the location of associated railway stations can lead to significant speculation and a significant uplift in the value of nearby land. For this reason, the identification of the alignment of that corridor without the involvement of the wider community was understandable.

However the same arguments do not apply to the Bells Line of Road - Castlereagh Corridor. It is purely a future road transport corridor and does not provide any nearby land owner with opportunities to leverage of its alignment to secure the rezoning of adjacent land for urban residential purposes.

As previously resolved by Council on 8 May 2018, the planning of future transport needs in the Hawkesbury LGA should be based on working genuinely with the community - from bottom up and not top down to:

- Document the objectives of future transport needs.
- Identify transport, social, flood, environmental and other issues that need to be addressed when pursuing short and long term transport plans.
- Acknowledge the strategic directions of the projected growth within the area as identified in local strategic plans, Greater Sydney Commission and Western City Deal plans and reflect this projected growth in any transport planning.
- Develop options that respond to the community developed objectives and issues.
- Engage in broad and inclusive consultation with the community in the identification of any preferred final transport options.

This approach would be consistent with the manner in which the alignment of the Hunter expressway was developed and finally adopted. (Refer Attachment 2).

Again, as stated previously, there is also a general lack of information about the important and associated matters of freight and trade movements to and from Badgerys Creek airport to both:

- Metropolitan Sydney
- The wider region, including central western NSW, Newcastle and Wollongong.

The current corridor provides for a motorway up to six lanes in width, pointing generally towards Blue Mountains World Heritage listed land to the west. No information or context has been provided to inform how this large area of highly sensitive land will be considered in the process of linking the proposed corridor to central west NSW.

This information would be beneficial in informing both:

- Engagement with residents and business
- Economic, export, trade and freights strategies for Badgerys Creek airport and the Western District Local Government Areas in the context of broader state primary production, trade, freight and transport considerations. For example what agricultural produce and/or manufactured material is likely to be transported to, from and between:
 - Kingsford Smith and Badgerys Creek Airports
 - The Ports of Newcastle, Botany and Wollongong
 - Western Sydney
 - The Greater Metropolitan Sydney area
 - The South Coast / Illawarra and the Central Coast / Hunter

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- Central and Western NSW, via:
 - the existing Blue Mountains freight route, already nearing capacity
 - a new or augmented route across the Blue Mountains
 - an alternative route, for example between Narromine and Newcastle via Dubbo and Gulgong.

Further considerations in relation to the latter point are:

- how the NSW State Rail Network will integrate and compliment the Inland Rail from Melbourne to Brisbane via centres such as Parkes and Narromine.
- the cost benefit of the various freight transport options and routes.

The proposed Bells Line of Road - Castlereagh Corridor affects approximately 144 properties within the Hawkesbury LGA. These properties include a number of established households, rezoning the affected RU2, E4 and RU4 land to SP2 will constraint the current land uses.

Despite given the 'existing use of rights', the landowners may be prohibited from undertaking demolition and re-building activities, change of use, and intensification of use.

The secretive way in which this corridor has been developed has also resulted in surprise and emotional distress for the residents and property owners of the affected land.

Without a definite land rezoning and acquisition timeframe provided, the landowners will be further distressed by not being able to make an informed decision about the future of their landholdings for some time.

The proposed corridor imposes the potential traffic, noise and air pollutions to sensitive receivers such as residential dwellings, child care centres, schools, aged care facilities and farm crops and animals.

The proposed corridor through the existing established community will result as a barrier within the community.

The proposed corridor will potentially remove prime agricultural land in the Kurmond-Kurrajong area and removal of vegetation could removal wildlife habitats and connectivity.

The proposed corridor could impact on unidentified Aboriginal heritage sites and also have direct and indirect impact on the local heritage including the Castlereagh Road.

General Comments regarding all Corridors

The corridors are all located within the Western Parkland City, an area that will be characterised by its vegetation. The climate of which will be determined by its extensive vegetation canopy. The liveability of which will be defined by its blue and green grid.

These are important elements that need to be incorporated into projects from the outset. This will guarantee that sufficient space will be set aside within the corridors to accommodate vegetation of a quality and quantity that will deliver the promised Parkland experience, for people as they travel through the future Parkland City.

To date there is a lack of information indicating how these corridors will contribute to the visual amenity of the future Parkland City.

Conformance to the Hawkesbury Community Strategic Plan 2017-2036

The proposal is relevant to the following Focus Areas, Directions and Strategies within the CSP.

Our Plan

4.1 Transport infrastructure and connections

- 4.1.1 Our roads and other transport infrastructure will be planned and provided to ensure connected, efficient and safe movement for all modes of transport.
- 4.1.2 Establish and maintain relationships with transport providers and other levels of government to improve and extend public transport services.
- 4.1.3 Have a comprehensive transport system of well-maintained local and regional linkages that are financially and environmentally sustainable and respond to community safety, priorities and expectations.
- 4.1.4 Provide mobility links throughout the City to connect our centres, parks and facilities.

Our Future

5.1 Strategic Planning Governance

- 5.1.1 Council's planning is integrated and long term.
- 5.1.2 Council's decision making on all matters is transparent, accessible and accountable.
- 5.1.3 Council will continually review its service provision to ensure best possible outcomes for the community.
- 5.1.4 Encourage increased community participation in planning and policy development.
- 5.1.5 The needs of our community will be reflected in Local, State and Regional Plans.

Fit For the Future Strategy Considerations

The matter in this report is consistent with Council's 'Fit for the Future Strategy' considerations.

Sustainable Population Growth - continued implementation of Hawkesbury Residential Land Strategy to concentrate new residential development around existing urban centres and villages.

RECOMMENDATION:

That Council endorses to make a formal submission to Transport for NSW (TfNSW) on the proposed corridors, outlining the impacts of the proposed corridors on environment and land uses identified by draft Strategic Environmental Assessments (SEAs) of each of the corridors and other key issues raised by Council and residents as a result of these proposed corridors.

ATTACHMENTS:

AT - 1 Four Proposed Transport Corridors

AT - 2 Methodology for developing the Hunter Expressway Alignment

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AT - 1 Four Proposed Transport Corridors



Source: TfNSW

AT - 2 Methodology for developing the Hunter Expressway Alignment

- Route/alignment options assessment was undertaken as part of a comprehensive Lower Hunter Transport Needs Study (LHTNS) and other feasibility corridor studies undertaken in the period from 2007 to 2009. LHTNS was undertaken to identify passenger and freight transport needs connecting the townships of Branxton, Maitland, Cessnock and Singleton with the City of Newcastle and the M1 Pacific Motorway over the next 25 years, having regard to the NSW Department of Planning's Lower Hunter Regional Strategy
- Each potential option was assessed using a multi criteria analysis (MCA) framework including:
 - Functionality assessment
 - Performance assessment (travel times, traffic volume attraction including light and heavy vehicles, overall study area road network performance statistics derived from the Lower Hunter Strategic Transport Model)
 - Benefit-Cost-Ratio (BCR) / Economic appraisal analysis
 - Engineering constraints and constructability analysis
 - Social factors
 - Environmental factors
 - Community/stakeholder engagement and consultations
- Assessment considered multiple potential route options for the Hunter Expressway alignment
- MCA process included traffic modelling undertaken using available Lower Hunter Strategic Transport Model. The following key steps were undertaken in traffic modelling process:
 - Calibrate base year strategic model for Lower Hunter Region road network
 - Update future demand trip tables in the model based on available land use data
 - Update future base case road network to include all other committed projects
 - Develop Hunter Expressway project case road network for each potential route option
 - Network plots were produced to demonstrate visually the level of traffic across the network, and include an indication of the level of congestion on each road for all options tested
 - Undertake comparative analysis of the future base case and all project options network performance using the following performance indicators derived from the strategic model:
 - Traffic volume forecast (light and heavy vehicles) comparison on the route and wider network, opening year, 10 years after opening and 20 years after opening
 - Travel time forecast on key routes in the study area
 - Total vehicle-kilometres travelled (VKT)
 - Total vehicle-hours travelled (VHT)
 - Volume-Capacity Ratio (VCR) on key roads by direction
 - Sensitivity analysis was undertaken changing land use and network parameters/assumptions
 - Modelling results were used to short list options which could have potential to improve overall road network performance in the study area from a traffic and transport perspective
 - Modelling results were used as input into the economic appraisal and cost-benefit analysis
 - Benefit-Cost-Ratio (BCR) was calculated for all shortlisted options
- Shortlisted options based on traffic assessment were also assessed based on other factors identified in the MCA framework.

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extraordinary
meeting

end of
supplementary
business
paper

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