

2. Planning and statutory requirements and compliance of the project

This chapter provides an introduction to the statutory legislation and plans that are relevant to the construction and operation of the project. This chapter introduces Commonwealth, state and local planning legislation that has formed the basis for assessment of the project under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The chapter also lists other relevant planning documentation and further approvals and licences that would be required prior to the construction of the project.

The chapter builds on Chapter 1, providing further detail on the approvals process and the status of the project under Part 3A of the EP&A Act.

The chapter provides a discussion on the compliance of the project with the relevant statutory planning instruments and other legislation and describes how the project complies with the Minister's Conditions of Approval (MCoA) for the Concept Plan (dated 29 August 2007) and the approved Concept Plan Statement of Commitments (SoC).

In summary, the project is considered to be generally consistent with the MCoA, Concept Plan SoC and relevant statutory planning instruments and legislation.

2.1 Commonwealth legislation

2.1.1 EPBC Act

The EPBC Act requires referral to the Commonwealth Minister for the Environment Protection, Heritage and the Arts for any actions that are likely to have a significant impact on:

- a matter of national environmental significance (MNES)
- the environment of Commonwealth land (even if the action is taken outside Commonwealth land)
- the environment of a Commonwealth Heritage Place outside the Australian jurisdiction
- the environment anywhere in the world (if the action is undertaken by the Commonwealth).

An action includes a project, development, undertaking, activity, or series of activities.

MNES comprise world heritage properties, national heritage places, Ramsar wetlands of international importance, Commonwealth-listed threatened species and ecological communities, Commonwealth-listed migratory species, nuclear actions, Commonwealth marine areas and Commonwealth land.

An assessment of the project's compliance with the EPBC Act is provided below.

The biodiversity assessment undertaken for the Concept Plan Environmental Assessment (EA) (Parsons Brinckerhoff 2006a) identified potential for a number of threatened species (as listed under both the EPBC Act and the *Threatened Species Conservation Act 1995* (TSC Act)) to be located on the site. The additional assessment undertaken for this project approval EA (see Chapter 11) confirmed that the project would impact on a Commonwealth-listed critically endangered ecological community, Cumberland Plain Woodland.

However, in 2009, a Conservation Agreement was prepared under the EPBC Act for the Edmondson Park Precinct (see Figure 2-1). The Edmondson Park Conservation Agreement is an agreement between the Commonwealth Minister for the Environment Protection, Heritage and the Arts, the NSW Minister for Planning, and the NSW Minister for Climate Change and the Environment. The agreement relates to the development of the Edmondson Park Precinct under the EPBC Act and also the protection and management of environmentally sensitive lands. Importantly, impacts on Cumberland Plain Woodland falling within the area covered by the agreement do not require referral under the EPBC Act.

Areas of Cumberland Plain Woodland (CPW) impacted by the project include extensive areas covered by the Edmondson Park Conservation Agreement. The residual areas of Cumberland Plain Woodland which would be cleared for the project and are not covered by the Edmondson Park Conservation Agreement are not considered to constitute a significant impact. As such, referral on the grounds of impact on CPW is not considered to be necessary. Further detail on the mapping and assessment methods employed to determine this are provided in Section 11.5.1.

The project may also require approval from the Minister for Environment Protection, Heritage and the Arts under the EPBC Act due to impacts on the environment of the Ingleburn Army Camp as Commonwealth land. The Historic Heritage Assessment for the project (refer Chapter 13) notes that the impacts of the project on the Ingleburn Army Camp are potentially significant, notwithstanding that the land is likely to be transferred from Commonwealth to State Government with the intention of wholesale redevelopment. On this basis the project may need to be referred to the Minister for a determination as to whether or not the project is a controlled action under the EPBC Act.

Strategic assessment of the Growth Centres under the EPBC Act

The Strategic Land Release Project Office of DoP, in consultation with DEWHA, is currently undertaking a Strategic Assessment under the EPBC Act for the growth centres (North West and South West). The exhibition period for the Draft Terms of Reference for the Strategic Assessment closed in December 2009. Once signed off by the Commonwealth Minister for the Environment Protection, Heritage and the Arts a Strategic Assessment would be prepared addressing the Terms of Reference.

The Strategic Assessment would address potential impacts associated with the development of the growth centres as outlined in the Growth Centres State Environmental Planning Policy (SEPP). If, as part of the assessment, the Minister agrees to endorse the Growth Centres SEPP, it does not automatically constitute approval under the EPBC Act for the taking of an action for which approval is required. However, the Minister may then decide to approve an action or class of action in accordance with the program. If, as part of the Strategic Assessment, the Minister does not approve an action, the proponent still has the option of submitting a referral under the normal approval pathway.

For this project this means that if the Minister endorses the Growth Centres SEPP, assessment and offsetting in accordance with the Growth Centres SEPP would be deemed to also comply with requirements under the EPBC Act in relation to Commonwealth-listed critically endangered ecological community (Cumberland Plain Woodland).

2.2 State legislation

2.2.1 EP&A Act and the approvals process

Part 3A of the EP&A Act establishes an assessment and approval regime for major projects, and applies to the carrying out of development that is declared to be a Part 3A project by either a SEPP or a Ministerial Order published in the Government Gazette. In April 2006, the Minister made an order under s75B(1) of the EP&A Act declaring that Part 3A of the EP&A Act applies to the South West Rail Link (SWRL).

A summary of the Part 3A approval process and status of the approvals already undertaken for the SWRL is provided in Figure 1-2 and Table 2-1, respectively.

Table 2-1 Approvals received for the SWRL

Works	Type of approval granted	Further assessment required?
Stage A	Concept / Project	No
Stage B1	Concept	No (Assessed under Part 5 of the EP&A Act)
Stage B2	Concept	Yes. Subject of this EA.

As discussed in Section 1.1, the MCoA for the Concept Plan provides further assessment requirements for the project. Compliance with the MCoA is discussed below.

As discussed in Section 1.1.5, some relatively minor changes are proposed to the project from that outlined in the Concept Plan EA as a result of the further community and stakeholder involvement and detailed design and environmental assessment undertaken since the Concept Plan Approval and the Stage A Approval were granted (see Section 6.1.2 for details).

The NSW Minister for Planning has declared, by order dated 9 March 2010 and published in the gazette (No 40 of 2010), that the project (Stage B2 work) is a critical infrastructure project under Section 75C of the EP&A Act.

On 12 March 2010, a major project application was submitted to the DoP to seek approval of the Minister to carry out the project.

Compliance with the Concept Plan MCoA

The Concept Plan Approval specified further environmental impact assessment requirements for the project, which are the subject of this project approval EA. Appendix C identifies the section of this EA that addresses these requirements.

The project includes a number of changes to that approved in the Concept Plan. These changes are discussed in Chapter 6 and are considered to be relatively minor in the context of the project.

Legend

- Proposed South West Rail Link Track
- Clearing Footprint
- Edmondson Park Conservation Agreement

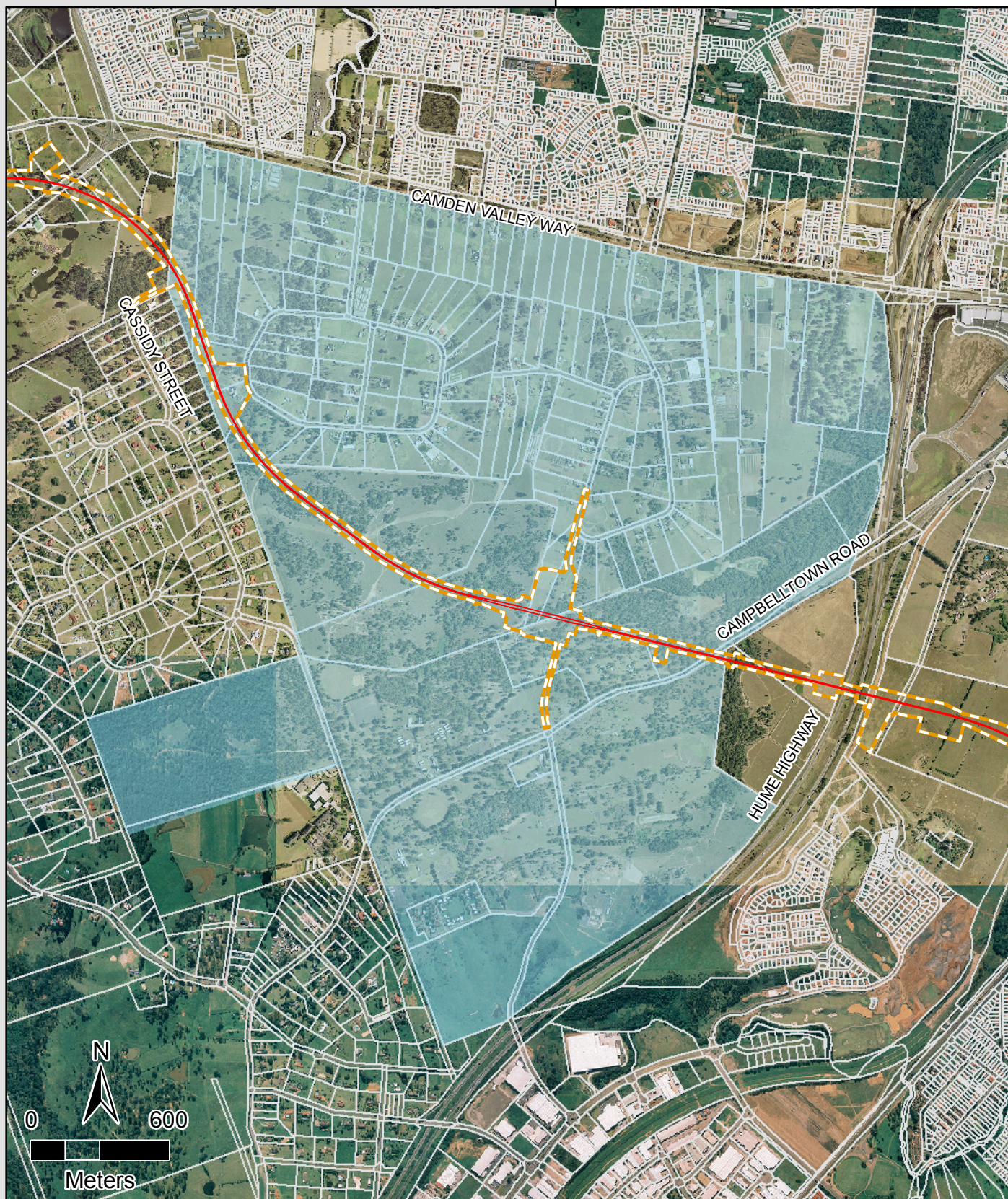


Figure 2 - 1: Edmondson Park Precinct Conservation Agreement Area

The project as described in this EA is considered substantially the same development as the relevant components of the approved Concept Plan, and is in accordance with the key objectives of the approved concept. Further, the project complies with the MCoA as shown in Appendix C.

In summary, the project is considered generally consistent with the MCoA for the Concept Plan Approval.

Compliance with the Concept Plan SoC

The design of the project and the structure of this EA have also been prepared to address the SoC for the proposed project works, contained in the *South West Rail Link Concept Plan and Environmental Assessment Submissions Report* (Parsons Brinckerhoff 2007) approved as part of the Concept Plan Approval. Appendix D details how the project complies with the Concept Plan SoC.

This EA also includes project approval SoC (refer to Table 17-1) identifying the measures considered necessary to mitigate and manage existing and potential environmental impacts. These would be incorporated into the project.

2.2.2 Environmental planning instruments

The EP&A Act states that the Director-General's Assessment Report, which the Minister must consider in deciding whether to approve the project, is required to include a copy of, or reference to, the provisions of the SEPPs that substantially govern the carrying out of the project (Section 75I(2)(d)), and any planning instrument that would (but for Part 3A) substantially govern the carrying out of the project, and which have been taken into consideration in the EA (Section 75I(2)(e)). SEPPs and other relevant planning instruments would continue to apply to the project until approval has been granted (Section 75R(2) and (3)).

As identified in Section 2.2.1 above, Part 3A of the EP&A Act applies to the project. Section 75R(3) of the EP&A Act provides that environmental planning instruments, other than SEPPs, do not apply to Part 3A projects.

However, under Section 75J(3) the Minister may (but is not required to) take into account the provisions of any environmental planning instrument that would not (because of Section 75R) apply to the project if approved.

The following environmental planning instruments are, therefore, considered relevant to the project:

- State Environmental Planning Policy No. 55 - Remediation of land (SEPP 55)
- State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy (Sydney Western Parklands) 2009
- Campbelltown (Urban Areas) Local Environmental Plan 2002 (Campbelltown LEP 2002)
- *Campbelltown Local Environmental Plan No. 112*- Macquarie Field House (Campbelltown LEP No. 112)
- Liverpool Local Environmental Plan 2008 (Liverpool LEP 2008)
- Camden Local Environmental Plan No. 48. (Camden LEP No. 48)
- Draft Camden Local Environmental Plan 2009 (Draft Camden LEP 2009).

A summary of these environmental planning instruments is provided in Table 2-2 below.

Table 2-2 Relevant environmental planning instruments for the project

Name	Description
SEPPs	
SEPP 55	Introduces state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated.
Sydney Region Growth Centres SEPP	Provides for the coordinated release of land for residential, employment and other urban development in the North West Growth Centre and the South West Growth Centre (SWGC) of the Sydney region. An order to confer biodiversity certification in accordance with the TSC Act on the Growth Centres SEPP 2006 was issued on 11 December 2007 by the Minister assisting the Minister for Climate Change, Environment and Water. Biodiversity certification switches off the need to undertake further significance assessments for threatened species (under Section 5A of the EP&A Act, the 'Seven Part Test') for developments or activities within the area subject to certification. Biodiversity certification does not negate the need for assessment of all areas and all impacts under the EPBC Act.
Infrastructure SEPP	Facilitates the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services across NSW.
Sydney Western Parklands SEPP	Provides appropriate planning controls that will enable the Western Sydney Parklands Trust to develop the Western Parklands into a multi-use urban parkland.
LEP instruments	
Campbelltown LEP 2002	Provides planning controls and development standards for specific areas of land located within the City of Campbelltown local government area (LGA).
Campbelltown LEP No. 112	Site-specific LEP providing planning controls for the redevelopment and preservation of Macquarie Field House.
Liverpool LEP 2008	Now the principal local environmental planning instrument for the Liverpool LGA, replacing Liverpool LEP 1998.
Camden LEP No. 48	Provides development standards and planning controls for the rural areas of the Municipality of Camden.
Draft Camden LEP 2009	This LGA-wide draft LEP consolidates and updates the current eight LEPs into one instrument. This draft LEP has been adopted by Council, but is yet to be gazetted by DoP.

The project's compliance with the relevant state, regional and local environmental planning instruments shown above is presented below.

SEPP (Infrastructure) 2007

This SEPP (also called the Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services across NSW. The Infrastructure SEPP commenced on 1 January 2008.

Clause 79(1) of the Infrastructure SEPP provides that development for the purpose of a 'railway' or 'railway infrastructure facilities' may be carried out by, or on behalf of, a public authority without consent on any land, with the exception of certain development on land reserved under the *National Parks and Wildlife Act 1974*.

The Infrastructure SEPP also aims to achieve protection from future proposed development adjacent to roads and rail corridors. There is also a requirement for certain proposed development adjacent to roads and rail corridors to incorporate attenuation measures to mitigate against potential noise impacts.

However, the SWRL was declared to be a project to which Part 3A of the EP&A Act applies by virtue of a Ministerial Order signed on 7 April 2006. Further, the Concept Plan Approval required that Stage 2B of the SWRL required further assessment under Part 3A of the EP&A Act. Accordingly, the project requires approval under Part 3A of the EP&A Act (Section 75D(1) of the EP&A Act).

SEPP No. 55 — Remediation of Land

The project corridor is located on land known to be contaminated, particularly through the former Ingleburn Army Camp (refer to Section 13.4.2). Clause 8(2) of SEPP 55 provides that a person must not carry out a 'category 1 remediation work' except with the consent of the consent authority, which in this case would be the relevant local council (Clause 10). Category 1 remediation work is defined as remediation work which falls within any of a number of specified categories under Clause 9.

A category 1 remediation work must be treated as such, even if it is ancillary to development that may be carried out without consent (Clause 15(2)). As a result of s75R(2), SEPP 55 would apply to the project. Any remediation works would need to be carried out in accordance with this SEPP prior to the main project construction.

Section 15.4 provides further detail on site contaminants and mitigation measures that would be implemented to reduce any harmful impacts to humans or the natural environment.

Section 75B(3) of the EP&A Act provides that if part of any development is a project to which Part 3A applies, then other parts of the development are also taken to be part of the same single project under Part 3A of the EP&A Act. Accordingly the remediation forms part of the project and is subject to Part 3A of the EP&A Act. There is accordingly no need to obtain separate development consent under SEPP 55 for any such remediation work.

SEPP (Sydney Region Growth Centres) 2006

Clause 16 of this SEPP sets out development controls for the carrying out of development on land within a growth centre, where provisions have yet to be provided in this SEPP. The project is consistent with these development controls in that it would:

- provide a new public transport infrastructure which would support future urban and employment development land uses identified in the SWGC Structure Plan
- not adversely impact on future development within the SWGC
- result in the fragmentation of land holdings that is considered acceptable in the context of the benefits that it would provide to the centre.

In accordance with Clause 7A of the SEPP, the *Campbelltown (Urban Area) Local Environmental Plan 2002* and *Liverpool Local Environmental Plan 2008* apply to land within the Edmondson Park Precinct within the SWGC. See below for details of these local environmental plans.

Clause 19 of the SEPP provides controls for development on flood-prone land. The project would be partly developed on flood-prone land. Chapter 10 (and Technical Paper 3) provides a discussion of the impacts of the project on the concerns raised in Clause 19 of the SEPP.

Biodiversity certification of the Growth Centres SEPP

In order to streamline assessment and approval in the growth centres, an order was issued on 11 December 2007 (by the Minister Assisting the Minister for Climate Change, Environment and Water) to confer biodiversity certification on this SEPP.

Biodiversity certification (under Section 126G of the *Threatened Species Conservation Act 1995* (TSC Act)) may be conferred on an environmental planning instrument if the Minister is satisfied that the instrument, in addition to any other relevant measures to be taken, will maintain or improve biodiversity values. A draft conservation plan (Eco Logical Australia 2007) was prepared to identify biodiversity values within the growth centres and propose mechanisms to achieve positive conservation outcomes through the development assessment process. In addition to the mechanisms outlined in the draft conservation plan, the Minister's order (Minister for Climate Change, Environment and Water 2007) outlines the conditions of the biodiversity certification.

Biodiversity certification identifies areas within the growth centres as either certified or non-certified. Certified areas are those that are likely to be of lower conservation value. Non-certified areas generally correspond with areas of higher conservation value (such as known locations of threatened species habitat), and flood-prone and transitional land.

Biodiversity certification switches off the need to undertake further significance assessments for threatened species (under Section 5A of the EP&A Act, the 'Seven Part Test'). In these areas, it is considered that development is not likely to significantly affect any threatened species, population or ecological community, or the habitat of any of these. In non-certified areas, there is no change to the approval process and threatened species assessments are required as normal under Section 5A of the EP&A Act.

The biodiversity certification order also outlines requirements to offset biodiversity impacts. Instead of the provision of offsets as part of a development project, in certified areas, biodiversity offsets would be funded as part of the Special Infrastructure Contribution to be paid by developers in the certified areas. The value of the contribution would be determined in a precinct plan at a flat value per hectare (regardless of the existing biodiversity values).

The clearing required for the construction of rail infrastructure in the Growth Centre has been taken into consideration in the allocation of the Special Infrastructure Contribution mechanism. A total of \$530 million in developer contributions has been designated for purchasing high-conservation value bushland and establishment of conservation agreements with land owners within and outside both the North and South West Growth Centres.

Offsets are also required for biodiversity impacts resulting from the project in non-certified areas (under condition 11 of the certification order, Minister for Climate Change, Environment and Water 2007). In these areas, the project proponent, in this case TIDC, is directly responsible for the provision of offsets to compensate for any clearing outside the certified areas, which may include:

- the protection of an equal or greater area of existing native vegetation elsewhere in the Growth Centres, and/or
- the revegetation and/or restoration of an area of land elsewhere in the Growth Centres at a ratio of at least 3:1 (subject to conditions in the Biodiversity Certification Order).

It should also be noted that the *Threatened Species Conservation Amendment (Special Provisions) Act 2008* was passed on 25 June 2008 and amends the TSC Act by inserting a new part to Schedule 7 (Savings, transitional and other provisions) of the Act. The new Part 7, Schedule 7 of the Act, confers biodiversity certification on the Growth Centres SEPP.

The amendment largely replicates the order to confer biodiversity certification on the SEPP that was issued by the Minister for the Environment on 11 December 2007 and resolves any uncertainty about the certification granted on the SEPP in accordance with Section 126G of the TSC Act.

Biodiversity certification does not negate the need for any assessment of impacts under the EPBC Act.

The project would traverse certified and non-certified biodiversity areas under the SEPP. Sections 11.11 of this EA and Section 2.1.1 of Technical Paper 2 (Volume 2) provide further explanation on the process of certification and the requirements under the Growth Centres SEPP. Section 11.11 concludes that the project identifies offsets required within and outside of the SWGC in accordance with the SEPP and in consultation with the Strategic Land Release Project Office of DoP. The project is, therefore, consistent with this part of the SEPP.

In summary the proposed development complies with the relevant clauses of the Growth Centres SEPP.

SEPP (Sydney Western Parklands) 2009

The Strategic Land Release Project Office of DoP has advised TIDC, in a letter dated 18 August 2008, that all lands south of Bringelly Road and Camden Valley Way have been excised from the Western Sydney Parklands as the site would be bisected by the project and future upgrades of Bringelly Road and Camden Valley Way.

In consideration of this advice, this SEPP is not considered relevant to the project as the project would not impact on the Sydney Western Parklands.

Local environmental planning instruments

Section 75J of the EP&A Act states that the Minister, in deciding whether to approve a Part 3A project, may take into account the provisions of any environmental planning instrument that would not (because of Section 75R) apply to the project if approved.

On 9 March 2010 the Minister for Planning declared development for the purposes of Stage B2 of the SWRL (this project) to be a critical infrastructure project under Part 3A of the EP&A Act. Accordingly, as the project is a critical infrastructure project, the Minister may approve an application for project approval for the project under Part 3A even if the environmental planning instruments which would otherwise apply, but for Part 3A, and have the effect of prohibiting the project.

The project would be located within the three LGAs of Liverpool, Campbelltown and Camden. The relevant planning instruments and zoning identified within these instruments that relate to the project are shown in Figure 2-2. Within each LGA, the relevant LEPs have been considered in order to determine whether the project would be permissible within each of the land use zonings it would cross. Table 2-3 summarises the permissibility of the project in this regard.

Table 2-3 Overview of permissibility of the project under applicable LEPs

Zone	Permissible
Campbelltown LEP 2002	
1(a) Rural	With consent
5(a) Special Uses A	Without consent
Campbelltown LEP No. 112	
No zoning identified	With consent
Liverpool LEP 2008	
SP2 Infrastructure	With consent
Camden LEP No. 48	
1(b) Rural 'B'	With consent
Draft Camden LEP 2009¹	
RU4 Rural Small holdings	With consent

Note 1: Draft Camden LEP 2009 is awaiting approval from the NSW Minister of Planning

As the project is to be assessed under Part 3A of the EP&A Act consent under the LEPs would not be required.

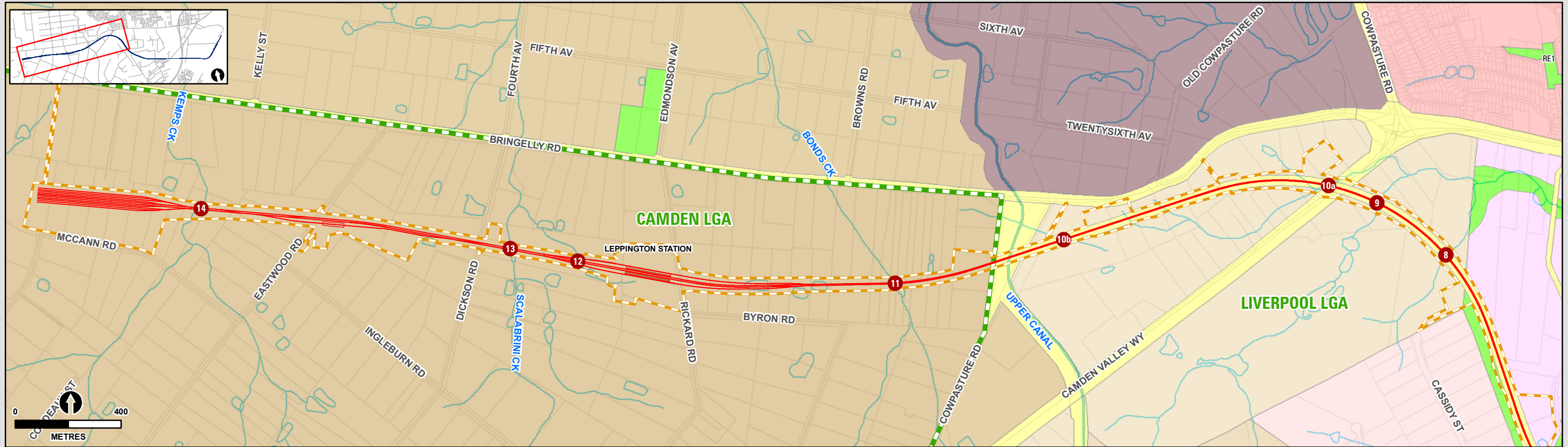
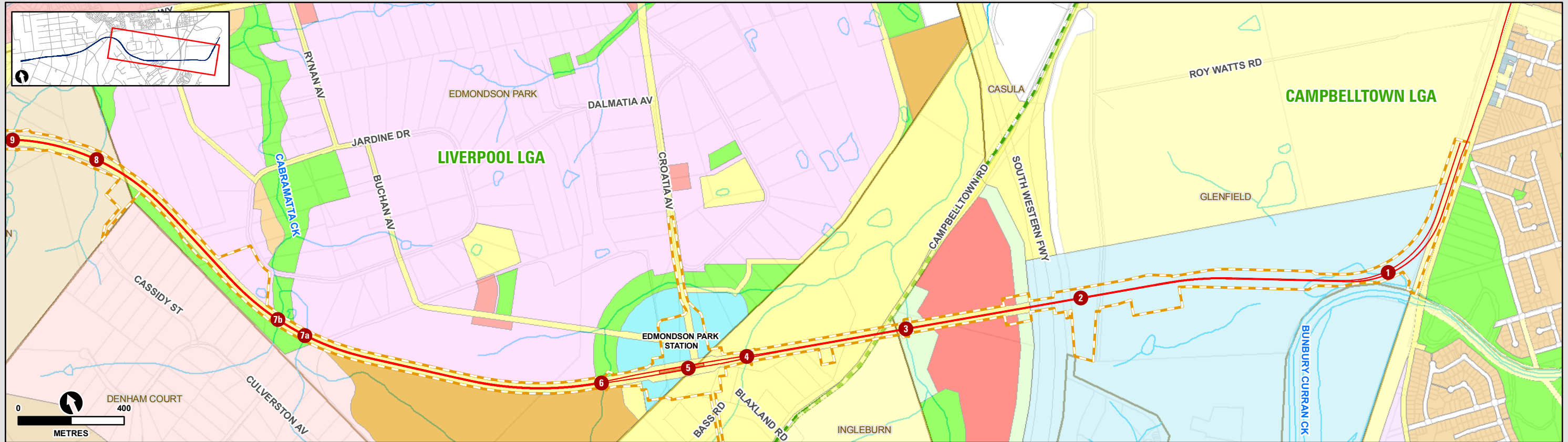
Three areas of the project are outside the alignment of the Concept Plan Approval as summarised below and described in more detail in Section 6.1.2. Table 2-4 identifies the additional areas of land, their zoning and permissibility.

- the relocation of the Glenfield Southern Flyover by approximately 70 metres to the south
- the relocation of the rail corridor alignment immediately west of Glenfield Junction by approximately 70 metres to the south for a distance of 1.3 kilometres
- the realignment of the rail corridor approximately 37 metres to the north the approved corridor for a distance of approximately 0.8 kilometres and the modification of the track alignment from a curved to a straight track.

Table 2-4 Overview of permissibility on project re-alignments under applicable LEPs

Areas outside of Concept Plan Approval	Zone	Permissible
Glenfield Southern Flyover	Campbelltown LEP 2002	
	1(a) Rural	With consent
East of Leppington	Camden LEP No. 48	
	1(b) Rural 'B'	With consent
East of Leppington	Draft Camden LEP 2009¹	
	RU4 Rural Small holdings	With consent

Note 1: Draft Camden LEP 2009 is awaiting approval from the NSW Minister of Planning



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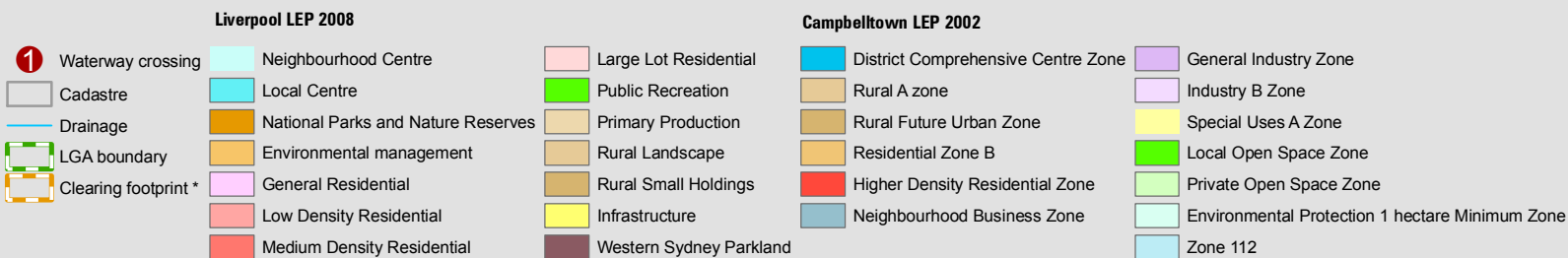


Figure 2-2 Land use zones under applicable local environmental plans

* Note: Clearing footprint includes likely stockpiles and construction compounds

2.3 Licences and approvals

The licences and approvals that would be required for the construction and operation of the project are outlined in Table 2-5.

Table 2-5 Summary of potential approval requirements under NSW legislation

Provision	Approval requirements	Required action	Agency
<i>Protection of the Environment Operations Act 1997</i>			
Sections 47 and 48 and Schedule 1	Environmental Protection Licence (EPL) required for construction and operation of railway system activities.	Apply for an EPL	Department of Environment, Climate Change and Water
<i>Roads Act 1993</i>			
Section 138	Consent to erect a structure or carry out a work in, on or over a public road, or dig up or disturb the surface of a public road (Section 138 Consent). In the case of public authorities, Section 138 only applies to classified roads and Crown roads due to the provisions of Clause 5 to Schedule 2 of the Act.	Apply for approval	Roads and Traffic Authority of NSW
<i>Mine Subsidence Compensation Act 1961</i>			
Section 15	Approval to subdivide or erect or alter any improvements on land that is within a proclaimed Mine Subsidence District.	No action required as the project is not within a Mine Subsidence District	Mine Subsidence Board

If approval to carry out the project is granted under Part 3A of the EP&A Act, the following authorisations would not be required:

- a permit under Section 201, 205 or 219 of the *Fisheries Management Act 1994*
- an approval under Part 4, or an excavation permit under *Section 139, of the Heritage Act 1977*
- a permit under Section 87, or a consent under Section 90, of the *National Parks and Wildlife Act 1974*
- an authorisation referred to in Section 12 of the *Native Vegetation Act 2003* (or under any Act to be replaced by that Act) to clear native vegetation
- a bushfire safety authority under Section 100B of the *Rural Fires Act 1997*
- a water use approval under Section 89, a water management work approval under Section 90, or a controlled activity approval under Section 91, of the *Water Management Act 2000*.

Whilst the above authorisations would not be required if approval is granted under Part 3A of the EP&A Act, TIDC would consult with the relevant agencies who administer these acts so that the intent of each act is appropriately observed.

Environment Protection Licence

As discussed above, an EPL is required under Sections 47 and 48 and Schedule 1 of the PoEO Act for the project. Activities for which an EPL is required under the PoEO Act are detailed in Schedule 1 of the Act. The project falls within Subclause 1 of 'Railway systems activities' under Schedule 1 of the PoEO Act and, therefore, require an EPL from DECCW.

RailCorp is the current holder of an EPL under the PoEO Act (Licence No. 12208) for the operation of the CityRail network. TIDC is the current holder of an EPL under the PoEO Act (Licence No. 12413), which allows it to undertake certain construction activities in relation to railway systems activities at specific locations. Construction of the project is not, however, covered by any existing EPLs. Further consultation would be undertaken with DECCW with regard to the licensing of construction activities associated with the project. The conditions of any EPL granted under the PoEO Act must be substantially consistent with any approval granted under Part 3A of the EP&A Act.

When construction of the project is completed and operations commence it will form part of the RailCorp network and will be covered by RailCorp's EPL No. 12208.

2.4 Strategic context

A number of state and regional planning documents are relevant to the project, including:

- NSW State Plan (2006)
- Sydney Metropolitan Strategy (2005) incorporating the Metropolitan Strategy Review – Sydney Towards 2036 Discussion Paper (2010)
- Draft South West Subregional Strategy (2007)
- Metropolitan Transport Plan (2010)
- Conservation Agreement for the Edmondson Park Precinct (not dated).

Discussion on the strategic context of the project in relation to the above state and regional planning documents is provided below.

NSW State Plan (2010)

The *NSW State Plan* (NSW Government 2010b), released in March 2010, has been prepared to address seven areas of activity by the NSW Government:

- Better Transport and Liveable Cities a world -class, safe, reliable and integrated transport network, and cities/towns with a high quality of life.
- Supporting Business and Jobs economic growth, supporting jobs and attracting business investment.
- Clever State – education, skills, research and innovation.
- Healthy Communities – a health care system that provides the highest quality of care accessible to all people.
- Green State – clean energy, protection of the natural environment and climate change.
- Stronger Communities – supporting disadvantaged communities and vulnerable citizens.
- Keeping People Safe – police and justice system.

Under 'Better Transport and Liveable Cities' the NSW State Plan cites improving the public transport system as one of its key objectives, including the following priority targets:

- To increase the share of commute trips made by public transport:
 - to and from Sydney CBD during peak hours to 80% by 2016
 - to and from Parramatta CBD during peak hours to 50% by 2016
 - to and from Newcastle CBD during peak hours to 20% by 2016
 - to and from Wollongong CBD during peak hours to 15% by 2016
 - to and from Liverpool CBD during peak hours to 20% by 2016
 - to and from Penrith CBD during peak hours to 25% by 2016.
- Increase the proportion of total journeys to work by public transport in the Sydney Metropolitan Region to 28% by 2016.

This EA seeks project approval to facilitate the construction and operation of the Glenfield to Leppington Rail Line section of the SWRL. The project would deliver key infrastructure aimed at improving transport between centres and regions within the Greater Sydney Metropolitan Area and, thereby, would support an increase in the share of commute trips made by public transport to/from the SWGC, relative to that expected without the delivery of the project.

Sydney Metropolitan Strategy (2005)

The population of Sydney is expected to increase by 1.1 million people in the next 25 years. The *Metropolitan Strategy, City of Cities — A Plan for Sydney's Future* (Department of Planning 2005a) was released in December 2005 to provide a framework to plan for and manage this growth. The main aims of the strategy are:

- to provide stronger cities and centres around residential developments
- to increase and concentrate jobs in western Sydney and along the global economic corridor
- to ensure that access to a diversity of housing, jobs, services and open space is more equally distributed
- to safeguard resource lands
- to improve environmental outcomes
- to improve transport connections.

The Metropolitan Strategy provides objectives for the Greater Sydney Metropolitan Region to meet these aims. The Metropolitan Strategy identifies the project as key infrastructure for improving transport between centres and regions and to service new growth within the region.

This EA seeks project approval for the project, which would facilitate the construction and operation of key infrastructure aimed at improving transport between centres and regions within the Greater Sydney Metropolitan Area in accordance with the Metropolitan Strategy.

In March 2010, the NSW Government announced that it was undertaking a five year review of the Metropolitan Strategy to guide Sydney's growth in response to revised expected growth forecasts and issues that have emerged since the release of the Metropolitan Strategy in 2005. This review will build on the original aims and themes of the Metropolitan Strategy.

The first stage in the review process is centred on the public discussion paper *Sydney Towards 2036* (Department of Planning 2010). The key themes outlined in the discussion paper comprise:

- sustainable planning for a growing and ageing population
- address the vulnerability of Sydney to a changing climate and a carbon constrained future
- obtain best value from investment in transport infrastructure with integrated land use planning
- boost job growth by providing a good supply of land for employment
- increase diversity of employment to strengthen local economies and provide a wider range of jobs closer to home
- improve the capacity of Sydney to accommodate the majority of its housing growth within existing urban areas
- ensure a wider mix of housing types and costs across Sydney in response to an ageing population and changing preferences
- plan for new housing in greenfield areas, while protecting land for primary production, open space and conservation
- build communities through redevelopment
- implement a new Metropolitan Strategy.

The project would contribute to achieving the above themes outlined in *Sydney Towards 2036* through servicing the expected 110,000 new homes and 300,000 residents in the SWGC, and providing access to 8,000 new jobs in the planned Leppington Major Centre. In addition, the project would create the opportunity for integrated town centres to be developed at the Edmondson Park and Leppington stations. Edmondson Park and Leppington station interchanges have been designed to be integrated with planned transport provisions in consultation with T&I, the Strategic Land Release Project Office of DoP, local councils and Landcom where relevant.

Key challenges to be addressed by the review are:

- New housing needs to be available in a variety of forms. It must be affordable and supported by services.
- Long term changes to the climate could fundamentally affect Sydney and alter our way of life. We will need to reduce carbon emissions and prepare to adapt to warmer temperatures, higher sea levels and more frequent storms.
- The NSW and National economies depend on the success of Sydney's economy. We need to work to grow Sydney's economic value whilst responding to changing economic conditions and global competitors.
- The integration of land use and transport promotes sustainable travel and productivity improvements. We need to provide better transport connections for our growing city and make the most of places with good accessibility.
- Reduced car reliance, well designed and plentiful public spaces and streets that are friendly to pedestrians and cyclists, will contribute to healthier lifestyles.
- Land constraints give us the opportunity to renew older neighbourhoods to introduce new energy-efficient buildings and improve street design and layout.
- Land valuable for biodiversity, resources and food production on the city fringes will then be protected from unsustainable growth.

The project is instrumental in addressing these some of these key challenges, particularly those relating to the integration of land use and transport and reduced car reliance.

Draft South West Subregional Strategy (2007)

The *Draft South West Subregional Strategy* (NSW Government 2007) translates objectives of the Metropolitan Strategy (discussed above) to the local level. The *Draft South West Subregional Strategy* will guide land use planning until 2031 in the Camden, Campbelltown, Liverpool and Wollondilly LGAs. The *Draft Subregional Strategy* identifies the following in relation to the proposed project and the land on which it is to be constructed:

- Economy and Employment— The project traverses through areas that are of key importance to the region for commercial, mixed use and industrial uses.
- Centres and Corridors— The project traverses Edmondson Park and Leppington, which are identified as a neighbourhood centre and a major centre, respectively.
- Transport— The overall SWRL is identified as a key public transport development for future planning of the region.
- Environment, Heritage and ResourcesThe project traverses a number of watercourses that are key to the overall Sydney Metropolitan Water Catchment. It is also in close proximity to a state heritage item and is important to the cultural heritage of the region.
- Parks, Public Places and Culture- The project traverses just south of the Western Sydney Parklands, which is seen a key contributor to the parks, public places and cultural identity of the region.

The Draft Strategy is a strategic document only and provides guidance for the preparation of LEPs within the relevant LGAs.

The project would contribute to achieving the aims of the *Draft South West Subregional Strategy* with the provision of new infrastructure which would provide a link between centres promoting access to employment, environment and heritage resources, and parks and places of culture. However, the Draft South West Subregional Strategy, although supporting the project, does not accurately show one of the key parts of the project; namely the proposed Leppington Train Stabling Facility at Rossmore. The project terminates at Leppington on the South West Structure Plan (SWSP). The SWSP currently identifies the area in which the train stabling facility would be located as a walkable neighbourhood comprising predominantly residential land uses. It is likely that the operation of the train stabling facility, if not provided with appropriate mitigation, would adversely affect the acoustic amenity of these future residential land uses.

TIDC is working with the Strategic Land Release Project Office of DoP to provide a long-term solution to mitigate noise from the proposed Leppington Train Stabling Facility onto surrounding residential land uses.

South West Growth Centre

The South West Growth Centre (SWGC) comprises 18 precincts, including a mix of residential and employment generating areas. Precinct Plans will provide the framework for the detailed planning and design of land uses within the SWGC. The NSW Government proposes to release these precincts over a 30 to 40 year timeframe to ensure there is an appropriate level of services, including employment lands, within the SWGC.

The project traverses the Edmondson Park, Leppington North, Leppington and Rossmore precincts. At this stage, five precincts have been released within the SWGC (Edmondson Park, Oran Park, Turner Road, Austral and Leppington North). Edmondson

Park was one of the first precincts to be released in the SWGC, with 7,500 dwellings proposed. Leppington North precinct was released in October 2009, which provides land for 12,000 dwellings and a town centre. The project would traverse proposed town centres situated within both Edmondson Park and Leppington North precincts.

Refer to Chapter 7 for further discussion.

Metropolitan Transport Plan (2010)

The *Metropolitan Transport Plan – Connecting the City of Cities* (NSW Government 2010a) was released by the NSW Government in February 2010. The main focus of the plan is to effectively link Sydney's land use planning with its transport network. The plan will be integrated with the *Metropolitan Strategy, City of Cities — A Plan for Sydney's Future* (Department of Planning 2005a). The plan identifies a number of projects that the Government proposes to commence over the next decade. These projects include the construction of the SWRL by 2016 to service the new growth areas between Glenfield and Leppington via Edmondson Park.

The project seeks project approval for construction and operation of the Glenfield to Leppington Rail Line section of the SWRL, which would service the expected 110,000 new homes and 300,000 residents in the SWGC, and provide access to 8,000 new jobs in the planned Leppington Major Centre, as set out in the plan.

3. Community and stakeholder engagement

This chapter provides a summary of stakeholder and community consultation undertaken during preparation of this Environmental Assessment (EA) between early 2008 and early 2010. The chapter outlines the consultation program, including methods of consultation and a list of the community, stakeholders and government agencies consulted.

The chapter also provides a discussion on the responses from the community and stakeholders and, where relevant, how these concerns have been addressed through the design of the project. Further, the chapter provides an assessment of the project's compliance with the relevant consultation requirements in the Minister's Conditions of Approval (MCoA) and the Statement of Commitments (SoC) for the Concept Plan, as discussed in Chapter 2 and provided in Appendix C and D, respectively. The chapter concludes with a brief summary of the next steps in the consultation process, which include public exhibition, community information sessions and the preparation of a Submissions Report for the project.

3.1 Background

The community and stakeholder consultation undertaken by the Transport Infrastructure Development Corporation (TIDC) which commenced during preparation of this EA has built upon existing and ongoing consultation processes in place since the commencement of South West Rail link (SWRL) planning in 2006.

The consultation strategy was designed to inform the community about the project and encourage participation to allow project development to benefit from local knowledge. Targeted consultation was also sought on how sustainability issues and opportunities might be addressed.

Some consultation activities were used to seek feedback on additional parts of the SWRL not subject to this EA (i.e. the Glenfield Transport Interchange). These elements are under construction. This chapter focuses on information relevant to the project.

Consultation was designed to meet the MCoA and SoC requirements set in the Concept Plan Approval (refer Appendix C and D, respectively). Further consultation will take place during the public exhibition period (refer to Section 3.5).

3.2 Stakeholders

The community and other stakeholders consulted during preparation of the EA included participants identified in the Concept Plan EA (Parsons Brinkerhoff 2006a), local residents of Leppington, Edmondson Park and Glenfield, as well as community services and facilities and businesses located along the proposed alignment.

Consultation was also undertaken with government and non-government stakeholders that have an approval, regulatory or other interest in the development of the project, including local councils, the Department of Environment, Climate Change and Water (DECCW), RailCorp and the Strategic Land Release Project Office of DoP. A comprehensive list of community members and stakeholders consulted as part of the development of this EA can be found in this chapter.

Whilst most stakeholder consultations for the project approval of the SWRL were undertaken in 2008, additional consultation was undertaken in late 2009 and early 2010 following

confirmation of the delivery of the Glenfield to Leppington Rail Line component of the SWRL. The purpose of this more recent consultation was to brief government agencies on the project, in terms of design development and environmental impact assessment since 2008. The briefings were also an opportunity for stakeholders to provide new information and advice/feedback on the project.

3.3 Consultation activities during the EA

3.3.1 Objectives

The objectives of the consultation activities during the preparation of this EA were to:

- consult the local communities throughout the ongoing development of the project and provide information on a regular basis to those communities, stakeholders and the wider public to facilitate understanding of the project development and the planning approvals and EA process
- continue to identify new stakeholders throughout the lifecycle of the EA development and to assist newly identified stakeholders to understand the project development and the approvals process
- develop a framework for obtaining, considering, responding to and documenting stakeholder feedback
- develop a process to enable feedback to be incorporated into the design development and the Integrated Design Workshops (IDWs)
- understand and address community and stakeholder concerns, issues, ideas and suggestions during the development of the detailed design and EA
- develop trust and a strong relationship with all stakeholders and the community
- implement clear and effective issues management protocols
- make sure consultation meets the requirements of the MCoA and SoC from the Concept Plan Approval.

Figure 3-1 demonstrates the approach to how community and stakeholder feedback has been and will be incorporated into the EA, planning approvals and design process.

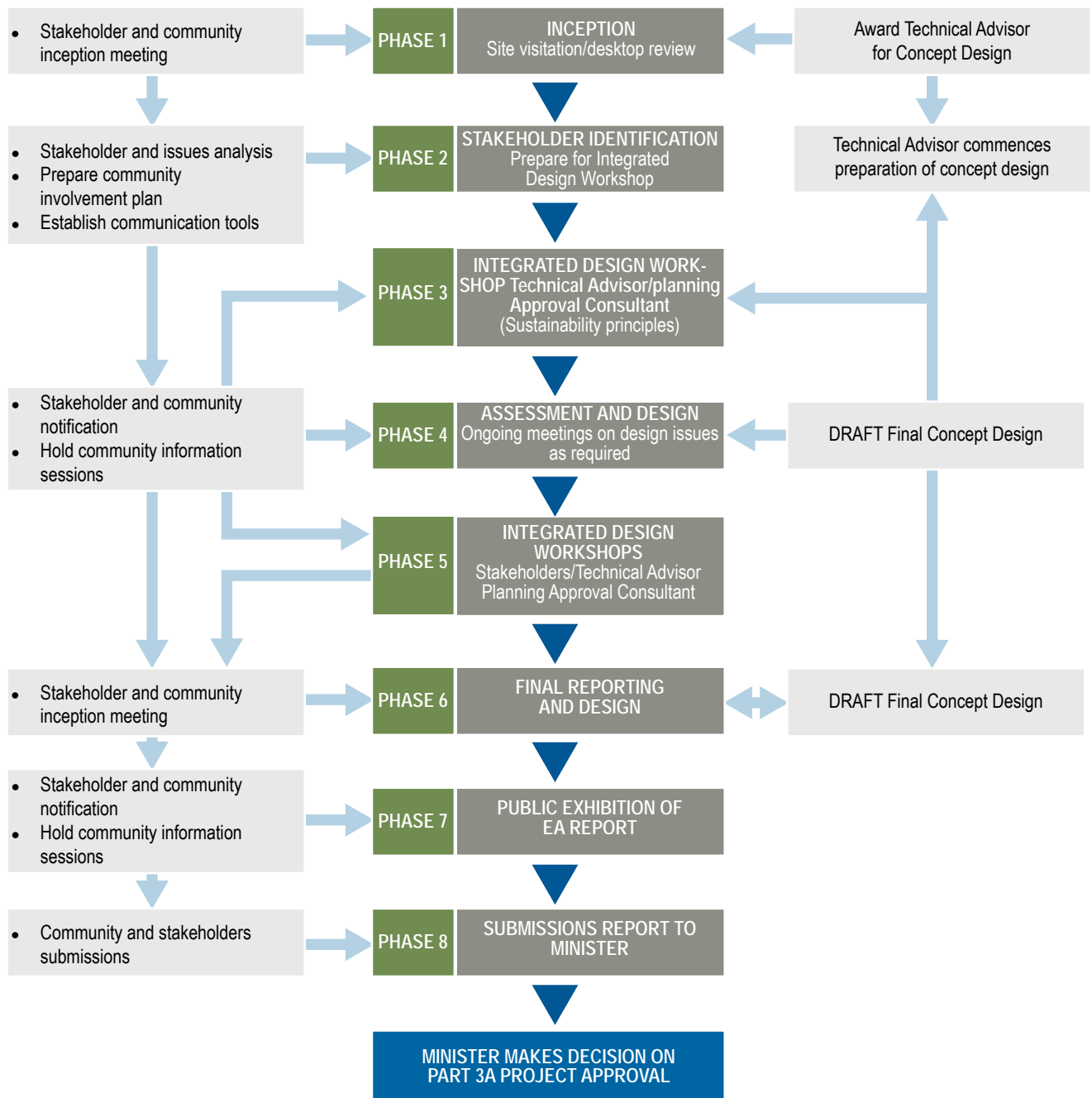


Figure 3-1 Design development process and community and stakeholders involvement for the project

3.3.2 Consultation undertaken during the EA development

Between early 2008 and early 2010, the following tools and activities were used during the project development and EA to provide the community with a range of methods to engage with the project team and input to the development of the project.

Contact and feedback mechanisms

Project contact details were established and promoted on all written communications distributed to the community. They included:

- project information line: 1800 684 490
- email: mail@tidc.nsw.gov.au
- postal address: TIDC, Locked Bag 6501, St Leonards NSW 2065
- website: www.tidc.nsw.gov.au (updated regularly).

Details of community members and stakeholders that made contact with the project team were recorded in the project contact and issues database. Those who chose to be added to the project mailing list received project updates as they became available.

Newsletter – planning update

A newsletter titled *Project Update Newsletter 1* (March 2008) was distributed to inform residents, stakeholders and other community members about the project.

The newsletter outlined the key elements of the overall SWRL as detailed in the Concept Plan EA (including both the Glenfield Transport Interchange and Glenfield to Leppington Rail Line (the project)), and provided an update on the status of approvals and planning for the EA. Contact details and methods to seek further information were also detailed in the newsletter. A language translation page was included for community members with English as a second language.

The newsletter was distributed:

- via letterbox to approximately 4,300 residents and businesses living in the suburbs of Glenfield, Rossmore, Edmondson Park, Denham Court and Leppington
- via advisory staff to approximately 1,000 commuters at Glenfield Station in the week leading up to the Glenfield community information session (see details in Table 3-1).

Copies of the newsletter were also made available at:

- local businesses
- community events
- Campbelltown City Council and Camden Council offices.

Since that time, further newsletters have been issued in relation to the Glenfield Transport Interchange. These were specific to that component of the project and, therefore, have not been detailed in this EA.

Further newsletters were produced and distributed to promote the public exhibition of the project approval EA and advertise the community information sessions to be held in May 2010. Newsletter 4 was issued in March 2010 to update the community on planning for the project, and Newsletter 5 issued in April 2010 to confirm the exhibition details.

Advertisements

Advertisements were placed in the following local newspapers to encourage community attendance at the March 2008 community information sessions:

- Camden Advertiser
- Campbelltown Macarthur Advertiser
- Macarthur Chronicle
- Liverpool Champion
- Liverpool Leader and
- South Western Rural Advertiser.

Similarly, advertisements were run in the same local newspapers to promote the public exhibition of this EA.

Community information sessions

Three community information sessions were held at different locations along the project corridor as detailed in Table 3-1 below.

At these sessions, community members were provided with information about the project and encouraged to discuss concerns and feedback with the project team. Noise, sustainability, design, community and environmental specialists were present to discuss the project and answer questions.

Community members were invited to fill out feedback forms with any issues or suggestions for consideration. The stakeholder and community issues raised, and the way these have been addressed by the project, are presented in Section 3.4.2.

Table 3-1 Information session dates, locations and approximate attendees

Session	Date	Time	Location	Attendees (approx)
Edmondson Park	10 March 2008	6pm–8pm	Hunts Inn, Casula	30
Leppington	11 March 2008	6pm–8pm	Leppington Progress Hall, Leppington	120
Glenfield	29 March 2008	9am–12pm	Glenfield car park, Railway Parade, Glenfield	200

Government agencies briefing

A project briefing with state government agencies and local councils was held on Friday 8 February 2008 to provide information on the project, the EA, the concept design process and the consultation program. A 'whole of project' approach was adopted for the government agency briefing, including discussion on environmental aspects, ongoing detailed design, planning approvals, community and stakeholder engagement and the role of sustainability. The government agencies and councils in attendance at the briefing included:

- Camden Council
- Campbelltown City Council
- Department of Environment and Climate Change (DECC) (now DECCW)
- DoP
- Department of Premier and Cabinet
- Growth Centres Commission (now the Strategic Land Release Project Office of DoP)
- NSW Heritage Office (now part of DoP)

- Landcom
- RailCorp
- NSW Roads and Traffic Authority (RTA).

Apologies were provided by:

- Liverpool City Council
- Ministry of Transport (now NSW T & I).

Following this briefing, some government agencies and councils prepared submissions to TIDC outlining the issues to be considered in the EA.

Following confirmation of the delivery of the project, a second project briefing with state government agencies and local councils was held on Friday 29 January 2010. This provided an update on the project, EA and concept design process. Again, a 'whole of project' approach was adopted for this meeting, with a focus on information updates and project changes since 2008, and understanding and addressing project risks. The government agencies and local councils at attendance at this briefing (refer Table 3-2) included:

- Liverpool City Council
- Sydney Catchment Authority
- RailCorp
- RTA
- Camden Council
- Campbelltown City Council
- NSW Transport and Infrastructure (T&I)
- DoP
- DECCW
- Landcom
- Sydney Water Corporation.

Outcomes of that briefing and responses from agencies are documented in Table 3-3.

Non-government stakeholder workshop

Stakeholders that expressed a high level of interest or were identified as being potentially directly affected by the project were invited to a stakeholder workshop with the project team on Tuesday 18 March 2008. Approximately 20 representatives attended the workshop, from stakeholder groups including:

- local businesses
- transport group/organisations
- community groups
- Chambers of Commerce
- school/education facilities.

The objective of the workshop was to provide a project briefing, identify specific issues, discuss potential impacts of the project on stakeholders, and explain/discuss management measures. Key members of the project and EA team attended the workshop and participated in the small group discussions to hear 'first hand' the items of interest and concern to the stakeholders, and to acknowledge and consider the feedback during preparation of the EA and design.

Integrated design workshops (IDWs)

As a means of integrating environmental and sustainability objectives into the project design, three IDWs were held as follows:

- IDW No.1 was held on 13 March 2008
- IDW No.2 was held on 22 April 2008
- IDW No.3 was held on 2 May 2008.

The objectives of the workshops were to enable the project team and key stakeholders to:

- establish key principles for design, planning and environment, operation, construction and operation elements to inform the design development stage
- assess and refine the draft concept design in light of these principles
- provide an opportunity for review of the refined layout of the project concept design before the design was progressed and placed on public exhibition
- discuss and where possible integrate community input and suggestions to improve the design outcomes of the project.

While the first two IDWs were limited to internal stakeholders (TIDC and its Technical Advisors), the third workshop (held at the completion of the draft concept design), was attended by government agencies and local councils.

A representative of the project sustainability team was present at each of the IDWs to enable sustainability concepts to be raised in these forums, and to contribute to stakeholder awareness about sustainability and incorporation of sustainability initiatives into the project design. Environmental specialists were also present to advise on environmental constraints and issues. The IDW process and its influence on design outcomes are addressed further in Chapter 5.

Targeted interviews/meetings: sustainability

To facilitate stakeholder input on sustainability issues, a combination of telephone interviews (targeting government and non-government stakeholders), and meetings with selected key stakeholders were undertaken.

Comment provided was considered by the design team in the development of sustainability initiatives for the project detailed throughout this EA.

A meeting was also held with representatives of RailCorp to discuss the sustainability initiatives already being considered by RailCorp on other projects and programs throughout the rail network. Early proposals for sustainability initiatives as part of the SWRL, including the project, were also discussed to obtain RailCorp's views on their feasibility and to identify any obstacles that may need to be overcome in effectively implementing sustainability initiatives and achieving desired sustainability outcomes.

Masterplanning consultation

TIDC has participated in a number of meetings since 2007 with key stakeholders involved in masterplanning for the future town centres at Leppington and Edmondson Park, including the Strategic Land Release Project Office of DoP in relation to Leppington town centre, and Landcom (the principal masterplanner) and Liverpool City Council in relation to the Edmondson Park town centre. The purpose of the meetings was to investigate how best to integrate the design of the new stations and interchanges within these proposed centres.

Masterplanning for both of these town centres is in its early stages. Road layouts and the number and location of road and pedestrian crossings required are yet to be finalised. Planning and development of the SWRL is being undertaken based on current assumptions about the timing of development of the South West Growth Centres (SWGC) based on extensive consultation with Strategic Land Release Project Office of DoP and Landcom. This will be subject to ongoing consultation to enable current projections to inform project development.

Consultation with the relevant government agencies and Landcom would continue throughout the design development of the project in order to achieve the best functional and design outcomes for a well integrated town centre.

Meetings with land owners at Edmondson Park, Leppington and Rossmore

A total of 86 properties need to be acquired for the project, including 60 private properties (refer Chapter 7). The acquisition of land is being carried out by the Strategic Land Release Project Office of DoP on behalf of TIDC in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

To assist the acquisition process, TIDC visited approximately 30 land owners directly impacted by the alignment in late 2007 to discuss impacts of the construction and future operation of the project on each property, the planning approval process and the property acquisition process.

Following adjustments to the alignment at Byron Road, Leppington (refer Section 6.1.2), further meetings were held in mid 2008 to inform affected property owners of the re-alignment and follow up on previous discussions.

Additional telephone consultations were undertaken in early 2010, to brief relevant stakeholders on the recommencement of the project, and to obtain input on any new issues that had arisen.

SWRL Community Information Office

Since December 2009, an SWRL Community Information Office has been available to the local community at 80 Railway Parade, Glenfield.

At this office, the community has been able to view details of the concept design for the Glenfield Transport Interchange and to receive information regarding the project. The office is open every Monday and otherwise made available to residents by appointment.

Individual stakeholder meetings

Individual meetings were held between TIDC (and/or EA consultants Parsons Brinckerhoff) and the following agencies to seek their input in finalising the EA:

- RailCorp
- RTA
- NSW T&I
- DoP (including the Strategic Land Release Project Office of DoP and Heritage Branch)
- DECCW
- Landcom.

Any new issues raised by those agencies to date have been incorporated in Table 3-2 below.

Table 3-2 Stakeholder and community and involvement during EA preparation

Stakeholder ID	Stakeholder	Informed	Individual meetings (2008)	Individual meetings (2010)	Government briefing (Feb 08)	Government briefing (Feb 10)	Community information session 1 – Edmondson Park (March 08)	Community information session 2 – Leppington (March 08)	Non government stakeholder briefing (March 08)	Community information session 3 - Glenfield Station Car Park (March 08)	IDW ¹	IDW ²	IDW ³
Community and non-government stakeholders													
C1	Community	✓					✓	✓	✓	✓			
C2	Affected land owners	✓	✓				✓	✓		✓			
C3	Local Glenfield businesses	✓							✓				
C4	Ajuga School	✓							✓				
C5	Angels Garden Pre-School	✓							✓				
C6	Campbell House School	✓							✓				
C7	Campbelltown Chamber of Commerce	✓							✓				
C8	Glenfield Park School	✓							✓				
C9	Glenfield Public School	✓							✓				
C10	Glenfield Visionary Group	✓							✓				
C11	Glenfield Waste Disposal Centre	✓							✓				
C12	Glenwood Public School	✓							✓				

Stakeholder ID	Stakeholder	Informed	Individual meetings (2008)	Individual meetings (2010)	Government briefing (Feb 08)	Government briefing (Feb 10)	Community information session 1 – Edmondson Park (March 08)	Community information session 2 – Leppington (March 08)	Non government stakeholder briefing (March 08)	Community information session 3 - Glenfield Station Car Park (March 08)	IDW ¹	IDW ²	IDW ³
C13	Hurlstone Agricultural School	✓	✓						✓				
C14	South West Action Group	✓							✓				
C15	Interline Bus Services	✓							✓				
C16	Ingleburn Chamber of Commerce	✓							✓				
C17	Action for Public Transport	✓							✓				
Agency and government stakeholders													
A1	AGL	✓											
A2	Alinta	✓											
A3	Camden Council	✓			✓	✓							
A4	Campbelltown City Council	✓	✓	✓	✓	✓							✓
A5	NSW Department of Education	✓	✓						✓				✓
A6	Department of Aboriginal Affairs	✓											
A7	Department of Community Services	✓											
A8	DECCW	✓	✓	✓	✓	✓							✓

Stakeholder ID	Stakeholder	Informed	Individual meetings (2008)	Individual meetings (2010)	Government briefing (Feb 08)	Government briefing (Feb 10)	Community information session 1 – Edmondson Park (March 08)	Community information session 2 – Leppington (March 08)	Non government stakeholder briefing (March 08)	Community information session 3 - Glenfield Station Car Park (March 08)	IDW ¹	IDW ²	IDW ³
A9	DoP	✓	✓	✓	✓	✓							
A10	Department of Premier and Cabinet		✓		✓								
A11	Industry and Investment NSW (formerly Department of Primary Industries)	✓	✓										✓
A12	Department of Water and Energy (now part of DECCW and Industry and Investment NSW)	✓											
A13	Strategic Land Release Project Office of DoP (formerly Growth Centres Commission)	✓	✓		✓								
A14	Heritage Branch of DoP (formerly Heritage Office)	✓	✓		✓								
A15	Integral Energy	✓	✓										
A16	Landcom	✓	✓	✓	✓	✓							✓
A17	Liverpool City Council	✓		✓		✓							✓
A18	Macarthur	✓											

Stakeholder ID	Stakeholder	Informed	Individual meetings (2008)	Individual meetings (2010)	Government briefing (Feb 08)	Government briefing (Feb 10)	Community information session 1 – Edmondson Park (March 08)	Community information session 2 – Leppington (March 08)	Non government stakeholder briefing (March 08)	Community information session 3 - Glenfield Station Car Park (March 08)	IDW ¹	IDW ²	IDW ³
	Regional Organisation of Councils												
A19	Macarthur Rural Fire Service	✓											
A20	Mine Subsidence Board	✓											
A21	NSW T&I (new superagency that includes the previous Ministry of Transport)	✓		✓		✓							✓
A22	Natural Resources Commission	✓											
A23	Office of the Minister for Western Sydney	✓											
A24	RailCorp	✓	✓	✓	✓	✓						✓	✓
A25	RTA	✓	✓	✓	✓	✓							
A26	Rural Lands Protection Board	✓											
A27	Sydney Catchment Authority	✓	✓			✓							✓
A28	Sydney Water Corporation	✓				✓							
A29	Transgrid	✓											

Note ¹: IDW = Integrated Design Workshop

3.4 Community and stakeholder issues and concerns

Feedback and suggestions provided by the community and stakeholders during the development of this EA have resulted in multiple positive changes to enhance the design and environmental management of the project. This section outlines the issues and suggestions raised.

Appendix C and D demonstrates how the consultation requirements of the MCoA and SoC for the Concept Plan, respectively, have been addressed.

3.4.1 Government stakeholder issues

Throughout the consultation and engagement program, numerous briefings, one-on-one agency meetings, IDWs and targeted community consultation were undertaken. Suggestions made by those consulted were considered and, where possible, used to enhance the project design outcomes. Table 3-3 below outlines the key issues raised during government stakeholder consultations, as well as any design treatments or environmental management measures proposed to address each issue, during the project construction phase.

Table 3-3 Key issues raised by government stakeholders and design/EA response

Key issues raised	How addressed in design and EA
The relationship and alignment of the project with the masterplanning of the area	General agreement of the positioning of the Edmondson Park and Leppington Stations has been reached with Landcom and DoP respectively. The position of the station concourse in relation to the main street in Edmondson Park would be addressed further at detailed design stage. Consultation is ongoing with the Strategic Land Release Project Office of DoP regarding detailed planning of Leppington Station and with Landcom and Liverpool Council regarding Edmondson Park Station (refer to Section 7.6).
Commuter car parking issues regarding location, size, multi-purpose uses	Refer to Sections 8.3.4 and 8.4.4 for further detail. To be investigated further during detailed design.
Edmondson Park Station planning (including the level of the station concourse at Edmondson Park in relation to surrounding ground levels)	Discussions are ongoing between TIDC and Landcom. Refer to Sections 8.3 and 8.4.
Road network interface with Leppington Station, and designing project road crossings for maximum road function	TIDC is holding ongoing discussions with Strategic Land Release Project Office of DoP and RTA. Refer to Chapter 8 for further detail on road network impacts associated with Leppington Station.
South West Bus Strategy should be reviewed and addressed	TIDC is holding ongoing discussions with NSW T&I and is reviewing the bus strategy as appropriate.

Key issues raised	How addressed in design and EA
Potential for innovations with respect to noise mitigation measures at the source, as well as minimising the extent of noise walls and the use of noise mounds	<p>In developing the proposed noise mitigation measures, priority has been given to examining the feasibility and effectiveness of 'at source' measures and adopting such measures where feasible, reasonable and effective.</p> <p>Options for reducing train horn noise at the stabling facility, as well as land use planning options to separate noise sensitive receivers from intrusive noise sources, are currently being investigated. These investigations will continue throughout the detailed design phase of the project.</p> <p>The extent of noise walls has been minimised. Where mitigation of noise is required to protect existing and known future sensitive receivers, earth mounds have been proposed in preference to noise walls where feasible and effective.</p>
Heritage aspects to be considered during the design process when crossing the Sydney Water Supply Canal	The proposed bridge over the Upper Canal and Cowpasture Road has been modified from a 2-span to a 4-span bridge to reduce impacts on the heritage significance of this item (refer to Chapter 13).
For Category 1 and 2 watercourses, bridge elevations and span widths are important to maximise light penetration and allow moisture to penetrate under the structure	The proposed bridges and crossings have been designed in consideration of the design requirements for Category 1 and 2 watercourses (refer to Chapter 10).
Design of the proposed bridge and culvert waterway crossings should adequately address fish passage requirements in the affected waterways	NSW Department of Industry and Investment (I&I) (formally Department of Primary Industries) supports the proposed concept design, which adequately addresses fish passage requirements (refer to Chapter 11).

Comments on possible sustainability and other project initiatives included:

- Sustainable outcomes for the project would be to achieve high passenger volumes and, potentially, reducing car-dependence. Planning decisions affecting land in the vicinity of the new railway stations should aim to create jobs in areas close to the new stations and provide for increased densities in the longer term near these public transport nodes.
- Operational strategies needed to increase patronage include integrated ticketing; providing trains that are clean, run on time and are safe; and sequencing of timetables (buses and trains) to reduce waiting times.
- Strategies to improve safety and contribute to other social outcomes include encouraging passive surveillance (e.g. providing safe pathways, making the train station highly visible from the town centre and/or residential areas (not tucked away)), and integrating railway stations into the design of the neighbouring town centre.

- Strategies to encourage people to use alternative forms of transport to get to the railway station include giving buses priority at stations (placing restrictions on cars); providing secure cycling facilities and high quality walking and cycle networks; and making car parking expensive.
- Where feasible, a cycleway alongside the project corridor should be considered.
- A key issue for sustainability initiatives would be ongoing management/maintenance costs/funding sources and responsibilities (e.g. funding sources and environmental costs of lighting maintenance along public pathways).
- Other operational strategies include reducing/reusing and harvesting water for train maintenance and station operations (e.g. public amenities).

The following explains how sustainability and other project initiatives have been incorporated into the project.

The SWRL would provide an integrated transport and land use outcome that would support the use of alternative and more sustainable transport modes and reduce dependency on private car usage, entrenching good patterns early. In addition to park and ride facilities, the proposed station interchanges are designed to cater for various other transport modes, including buses, taxis, cycling and walking. The project makes provision for proposed future bus corridors and pedestrian and cycling movements in the Sydney south-west region.

Both the Edmondson Park and Leppington station interchanges would emerge as key civic spaces that would provide high levels of commuter safety and comfort. This would include a combination of lighting and closed circuit television (CCTV) measures and a design with through-sight lines to allow for passive surveillance and easy transition between the station interchange and each surrounding town centre. The station interchange designs provide the basis to build future town centres.

Furthermore, each station provides for the potential use of photovoltaic cells to harness solar energy for use as part of the station's energy requirements (subject to further cost benefit analysis and resolution of maintenance issues), and rainwater tanks to encourage water reuse. Construction techniques such as resource efficiency, spoil reuse and considering the use of construction materials with recycled content, would also assist to improve the sustainability outcomes for the project.

The SWRL would act as the main transport component of the SWGC. The SWRL would establish the main transport structure that would, in turn, support the development of other transport modes, including regional and local bus networks and a comprehensive cycle plan to link with the major centres. The SWRL is forecast to facilitate a significant mode shift from road to rail over its lifetime, compared with a scenario where the SWRL was not constructed to serve the new growth and employment areas in south-west Sydney.

3.4.2 Issues raised by community and other stakeholder groups

Table 3-4 identifies the key issues raised during the community and non-government stakeholder consultation undertaken during the preparation of this EA. The key issues raised by the community and stakeholders were discussed during the IDWs to enable appropriate design responses to be developed to address community concerns wherever possible.

Discussions with the community indicated that the main concerns for delivery of a “sustainable” rail service are:

- provision of adequate and convenient parking
- provision of safe and secure parking
- provision of adequate bus services to the rail stations
- provision of adequate bus shelters.

Community suggestions included the following:

- For sustainability outcomes to be achieved, there is a need to promote greater awareness within the community about the links between car use and emissions, and in turn, between emissions and climate change. Raising awareness of the relationship between car use and climate change could influence decisions about car use and has the potential to lead to increased patronage of public transport.
- Stations, trains and buses should be designed to provide accessibility for all (for example, ramps and lifts for the mobility-impaired, regular public announcements and helpful accessible station staff for the sight-impaired).
- An affordable, single-ticket system would make public transport usage more attractive.
- Frequency of trains and buses is a key factor to encourage greater transport usage more frequent trains reduce commuter needs to operate by a timetable.

These comments highlight the nature of the community’s interest in the project, particularly in terms of maximising access to the railway stations for those travelling by bus and car.

Table 3-4 details how these and other community and stakeholder issues have been addressed in the design and proposed environmental management measures.

Table 3-4 Community and stakeholder issues raised and design/mitigation response

Component	Community and stakeholder issues raised	Design/mitigation response
Noise		
Noise mitigation	<p>Location and design of noise treatments for operational noise impacts on both the track and stabling facility. Specifically:</p> <ul style="list-style-type: none"> ▪ Dickson Road Bridge, Leppington ▪ Culverston Avenue, Denham Court. 	<p>At Dickson Road, the rail alignment has been lowered to reduce noise impacts (see Chapter 5). Horn testing at the Leppington Stabling Facility may be audible at this location. A range of mitigation measures are being considered including noise walls around the facility, enclosure of the facility, and changes to current horn testing procedures, to be determined at detail design.</p> <p>At Denham Court noise mounds alone will not provide sufficient reduction of noise impacts. At this location a range of additional mitigation measures are being considered (rail dampers, noise walls, extensions of cuttings, viaducts and at-dwelling treatment) and will be determined at detailed design. It has however been demonstrated that noise barriers in addition to the noise mounds will provide adequate noise mitigation at Denham Court. Refer to Chapter 9 for more detail.</p>
	Location and type of noise mitigation measures, east of Leppington Station - Lot 1 DP565228.	A range of mitigation measures are being considered for this location. These mitigation measures will be determined at detailed design to meet all relevant noise criteria as discussed further in Chapter 9.
Visual impacts		
Bridges	<p>Visual impact of bridge over Camden Valley Way; is there an opportunity for community to be involved in design?</p>	The bridge has been developed by architects and landscape designers to provide a high quality urban design outcome. A comprehensive landscaping and urban design scheme is proposed for the entire rail corridor. Further consultation with the RTA over the bridge design is ongoing to comply with future road servicing requirements. The community would have an opportunity to comment on the bridge design during the exhibition period. Refer to Chapter 14 for more detail.
	Minimise visual impact to residents residing near bridge locations including Bringelly Road and Camden Valley Way.	Bridges have been developed by architects and landscape designers to provide a high quality urban design outcome. A comprehensive landscaping and urban design scheme is proposed for the entire rail corridor. Landscaping would also be designed to enhance views for rail users. Refer to Chapters 6 and 14 for more detail.
	Project design precluding future road bridge requirements in the town centres.	The concept design does not preclude the future development of road bridges at Edmondson Park. TIDC proposes to build new road overbridges at the existing road alignments at Rickard Road, Eastwood Road and Dickson Road (Leppington).
Landscaping	Consider landscaping to reduce visual impact for short and long-term residents.	A comprehensive landscaping and urban design scheme is proposed for the entire rail corridor. The specific requirements of individual locations have been addressed (for example an open vista has been maintained at Macquarie Fields House). Landscaping has also been designed to enhance views for rail passengers. Refer to Chapter 14 for more detail.

Component	Community and stakeholder issues raised	Design/mitigation response
Urban design and landscaping	Concern over visual impacts for the raised section of the track in areas where there is a significant visual impact.	Raised sections of track would occur at flyover structures, either side of Campbelltown Road, Camden Valley Way and Cowpasture Road. Embankments would be designed to minimise the footprint and protect vegetation. Reinforced soil walls would be designed as part of an overall urban design strategy and would include anti-graffiti treatment. For the remainder of the corridor, treatments of elevated sections would comprise a combination of landscaped embankments, structures subject to detailed architectural design and other landscaped treatments. Refer to Chapters 6 and 14 for more detail.
Flooding		
Flooding impacts	Minimise the impact to the Bringelly Road creek crossing (Bonds Creek).	Flood studies have been undertaken to determine design requirements that would result in no adverse impact on flooding (i.e. no increase in the area of inundation under a 1 in 100 year flood event). Refer to Chapter 10 for more detail.
Access		
Land use	Consideration of future use of land between Culverston Avenue, Denham Court and the rail corridor.	Any land surplus to the requirements for development of the rail line, including land between Denham Court and the rail corridor, would be transferred to the State Government as part of the overall development of the SWGC. Final land use would be determined in consultation with Liverpool City Council, RailCorp, and government agencies as part of a coordinated divestment strategy. Crime prevention through environmental design (CPTED) would be addressed to provide adequate security for properties at Denham Court. Refer to Chapter 7 for more detail.
	Access to be maintained by properties severed by the rail corridor if partial property acquisition occurs, specifically at Byron Road, Leppington.	A range of acquisition options would be explored where possible. Partial acquisition would only be pursued where the residual land can be accessed by existing access arrangements. Where this is not feasible, acquisition of the whole property would be required. It is not proposed to create new access arrangements or easements in order to maintain partial lots. Refer to Chapter 7 for more detail.
Pedestrian and cycle walkway	Provision for a pedestrian and cycle walkway between Denham Court and Edmondson Park Station.	Cycle facilities would be provided in the vicinity of Edmondson Park Station. Provision of cycle paths in the vicinity of Edmondson Park would be considered as part of the masterplanning of the Edmondson Park town centre by Landcom. Cycle paths adjacent to the rail line would be addressed as part of this master planning.

Component	Community and stakeholder issues raised	Design/mitigation response
Traffic and parking		
Over/under bridges	Exact locations of vehicle and pedestrian access routes and crossovers along the railway line.	All existing roads across the rail corridor would be maintained, and pedestrian crossings would be provided at Edmondson Park and Leppington town centres. Shared use paths (for bicycles and pedestrians) would be developed at all existing road crossings. Further pedestrian, cycle and road crossings may be developed as part of the masterplanning and precinct planning along the rail corridor, to be delivered by others. Refer to Chapter 6 for more detail.
Safety	Consider treatments to roads affected by increases in traffic once operational, particularly 'rat runs' to Leppington and Edmondson Park stations. Reduce traffic impact on local residents when designing access to stations (e.g. travelling routes).	All existing roads across the rail corridor would be provided with shared use facilities to improve pedestrian and cyclist safety. Road hierarchy and issues associated with 'rat running' would be addressed as part of the masterplanning and precinct planning process. Road safety measures on the wider road network would be addressed by councils/ masterplanners. Refer to Chapter 8 for more detail.
Parking	Design and location of parking arrangements for the new stations.	Parking would be provided at the station interchanges to accommodate an adequate level of parking at time of project opening. As demand for parking increases with the development of the SWGC, additional parking would be provided as part of the masterplanning process in consultation with Landcom and Liverpool City Council (in relation to Edmondson Park Station) and Strategic Land Release Project Office of DoP and Camden Council (in relation to Leppington Station). Refer to Chapters 6 and 8 for more detail.
Access	Location of access requirements for Leppington Train Stabling Facility.	Access is preferred via McCann Road with a potential additional access via Bringelly Road. This would be confirmed at detailed design stage. Refer to Chapter 6 for more detail.
Station facilities and access		
	Location and design of taxi ranks at station/s.	Taxi bays would be provided at the station interchanges as discussed in Chapter 8.
	Location and design of pedestrian access for the station/s.	Pedestrian access at the station interchanges is addressed in Chapter 8. Clear and equitable access would be provided to the stations. Access is being developed in conjunction with the town centre masterplanners.
	New stations to be designed as fully accessible for physically disabled passengers.	Station designs are in accordance with equal access standards under <i>The Commonwealth Disability Discrimination Act 1992</i> and Australian Standard (AS) 1428. This would include provision of lifts, treatment of surfaces (tactile paving), lighting, wayfinding and ramp grades. Refer to Chapter 6 for more detail.

Component	Community and stakeholder issues raised	Design/mitigation response
Car park and access	Location and design of security measures for commuter car parks.	Commuter car parks would include specific security measures (designed using Crime Prevention through Environmental Design (CPTED) principles). Refer to Chapter 16 for more detail.
Services		
Private property	Maintain services to properties affected by severance (for example, there is a septic tank and potential transpiration impacts cased at property location near Leppington Station (N0250, 256)).	the Strategic Land Release Project Office of DoP (on behalf of TIDC) would make sure that this issue is addressed in consultation with TIDC. For example it has acquired land to facilitate ongoing operation of the existing pig farming operation at one particular property severed by the project. Refer to Chapter 6 for more detail.
	Consider the Sydney Water Supply Canal, as it is heritage listed.	TIDC has consulted, and would continue to consult, with Sydney Catchment Authority (SCA) to provide a process by which issues raised by SCA can be incorporated into the project design. Technical Paper 7 in Volume 2b has assessed the cultural heritage significance of the canal. Refer to Chapters 6 and 13 for more detail.
Construction impacts		
Construction sites	Reduce visual and noise impacts to local residents.	The construction program has been designed to minimise the impact of construction activities on the community. The majority of works would be undertaken during standard construction hours. A Construction Environmental Management Plan (CEMP) would be implemented as part of the project approval. Refer to Chapters 9 and 14 for more detail on visual and noise mitigation.
Construction traffic	Consider traffic impacts (especially congested Camden Valley Way - Leppington).	The construction program has been designed to allow construction traffic to use the project corridor for vehicle movements where possible. TIDC is continuing to work with the RTA to agree designs and construction strategies for the Hume Highway, Campbelltown Road and Camden Valley Way crossings to minimise the impact on the community. Mitigation measures have been proposed (refer Chapter 8) to minimise construction traffic impacts such as requiring construction vehicles to use main roads for access.

3.4.4 Meetings with land owners at Edmondson Park, Leppington and Rossmore

One of the key concerns raised by land owners at the meetings held regarding land acquisition was the proposed whole acquisition of their land.

Many property owners expressed interest in retaining some part of their existing land wherever possible. TIDC has accommodated this request where practicable and advised DoP (who are acquiring land) accordingly. Refer to Chapter 7 for further information.

3.5 Public exhibition – opportunities for public comment

Section 75H of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) requires that the Director-General of the DoP makes this EA publicly available for a minimum period of 30 days. During the exhibition period, any person (including a public authority) may make a written submission to the Director-General.

Leading up to and during this period, TIDC will undertake further consultation to inform community and stakeholders of the exhibition of the EA and provide information to allow them to make informed comments in their submissions on the report and/or the project to the DoP.

3.5.1 Community engagement activities

During the exhibition period, public display locations will be established and would include a copy of the EA documentation, posters incorporating details of the proposed detailed design, and project update newsletters. Displays will be located in all relevant council areas, in the SWRL Community Information Office at 80 Railway Parade, Glenfield, and at TIDC and DoP offices (open during working hours).

Three community information sessions will take place. The information sessions will provide members of the community with the opportunity to engage with members of the project team about the project approval EA, view the proposed design, seek advice in completing a submission and request further information.

Community information sessions will be staffed by members of the project team. Copies of the EA, posters and newsletters will be provided to help stimulate discussion between members of the community and the project team.

To promote the EA exhibition, a newsletter will be distributed to local residents, government agencies and councils, and other relevant stakeholders. In addition, advertisements will be placed in local and state newspapers to announce the display of the EA. The advertisements will provide details of the exhibition and community information sessions, including dates, locations and opening hours, and will invite property owners and members of the community to write submissions in response to the EA. The relevant contact details for lodging a submission will be included in both the letters and the advertisements and are detailed further in Section 1.4.

Details of the project information line and project website will be included in all documents to allow members of the community to find more information about the project, exhibition period and how to make a submission.

Feedback during the exhibition period will also be obtained through face-to-face discussions, telephone calls to the project information line and individual written submissions.

3.5.2 Submissions Report

At the conclusion of the exhibition period, submissions received by DoP will be forwarded to TIDC for consideration. Following review of all submissions, TIDC will prepare a Submissions Report that documents the submissions and TIDC's response to them. In the event that design changes are required in response to submissions, these would be documented in the report and any new impacts assessed. In the event that these design changes are substantial, a Preferred Project Report may be required by DoP.

3.6 Conclusions

The consultation process implemented to date has engaged stakeholders at all levels, including Commonwealth, state and local government, the community and non-government stakeholders, to elicit relevant issues to be addressed during the design development and EA preparation. Specifically, the community and stakeholder liaison activities undertaken have addressed the consultation requirements identified in the MCoA and SoC for the Concept Plan. Details of the issues raised were provided to specialists undertaking the design and environmental investigations. The community and stakeholders will have further opportunities for engagement in the public exhibition and determination phases of the project. Feedback received during the EA exhibition period will be used to prepare the Submissions Report.