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Director Urban Renewal  
NSW Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

4 August 2015

Dear Sir/Madam,

**Re: Draft Glenfield to Macarthur Urban Renewal Corridor Strategy**

I write on behalf of the Carmelite Nuns, Varroville, in relation to the above proposal, and in particular to the Glenfield to Macarthur Integrated Transport Strategy (Attachment E) ('the Strategy').

We object to the proposal to upgrade St Andrews Road to a sub-arterial road, changing its status from a 'no-through' local road to one connecting Campbelltown Road and Camden Valley Way to cater for traffic from the South West Growth Centre. No justification for doing so has been provided in the documentation for the Strategy.

We note on p.16 of Attachment E that Spakman Mossop Michaels completed the South West Growth Centre Road Network Strategy for the RMS (formerly RTA) in June 2011. The strategy is based on three major road categories developed by the RMS for growth centres which are principal arterials, transit boulevards, and sub-arterials.

Figure 2-5 South West Growth Centre proposed (p.17) shows St Andrews Road as a through road from Campbelltown Road to Camden Valley Way, extending to the west of Camden Valley Way as Lowes Creek Link Road. Page 18 then notes that a number of major roads, both existing and proposed would provide links to the Glenfield to Macarthur rail corridor. St Andrews Road is listed among these as a sub-arterial linking to Campbelltown Road.

In the context of cycle routes, St Andrews Road appears again in Table 10-1 and Figure 10-1 (p.171) as a cross corridor regional route. It is stated there that key regional routes should be provided perpendicular to the railway corridor adjacent to a proposed core road network.

Travelling in a westerly direction from Campbelltown Road, St Andrews Road crosses the F5 freeway into Environmentally Protected scenic landscape. Upgrading St Andrews Road to a sub-

arterial would negatively impact on the Scenic Hills, a semi-rural area which has been environmentally protected for over 40 years. Its protection becomes ever more important for human wellbeing and quality of life as urbanisation increases. In addition, this area of green space functions as a significant wildlife corridor.

The scenic character of the area is but one of several contraindications to upgrading St Andrews Road from a local road to a key regional route. The road passes by Varro Ville House (listed on the State Heritage Register) and its associated heritage landscape. It extends west to the heritage listed Upper Canal (Sydney Catchment Authority), where it ends. It passes by sensitive land uses, which include a high school and various religious organisations: a parish church, two monasteries, a Retreat Centre and a Serbian Orthodox property.

Upgrading St Andrews Road would have a negative effect on each of the sensitive land uses along it. The Carmelite Nuns' choice 25 years ago to build our monastery in this environmentally protected area both respected, and relied upon the retention of the area as a protected environment to support our life of contemplative prayer.

Widening St Andrews Road would have a devastating impact on the viability of the Mount Carmel Retreat Centre run by the Carmelite friars, which has existed for 50 years and depends on the scenic beauty and tranquillity of the area to attract visitors from around Australia and from overseas. It would require resumption of land from both sides of the road running past the Parish Church, the Mount Carmel Retreat Centre, the Carmel of Mary and Joseph, Varro Ville House and its heritage landscape (including heritage dams close to the current road corridor).

Furthermore, upgrading St Andrews Road would facilitate housing, commercial and industrial developments throughout the Scenic Hills (not just at Varroville) by compromising its environmentally protected status.

Since there are already two through roads from Campbelltown Road to Camden Valley Way (Denham Court Road to the north and Raby Road to the south) we see no justification for adding a third (St Andrews Road). On the contrary, we have given cogent reasons for not doing so.

In April 2012 when Camden Council was rezoning land for development along Camden Valley Way, the Carmelite Nuns wrote to the General Managers of Camden Council and Campbelltown City Council raising concerns about the possibility of making St Andrews Road a through road to Camden Valley Way. We foresaw that opening up a crossing over the Upper Canal would create unwanted traffic leading to congestion and inevitable widening of St Andrews Road. At that time we were reassured by a letter from Mr Paul Tosi, General Manager of Campbelltown Council, dated 25 May 2012 in which he stated:

Your concerns regarding the through connection of St Andrews Road are acknowledged, however, there are no current plans to provide this road connection through to Camden Valley Way. If proposed in the future, appropriate environmental studies would need to be

undertaken, including appropriate consultation with the community to work through all relevant issues.

This letter was written almost a year *after* Spakman Mossop Michaels completed the South West Growth Centre Road Network Strategy for the RMS (formerly RTA) in June 2011 (as we have now learned from p.16 of Cardno's report entitled Glenfield to Macarthur Corridor Integrated Transport Strategy). How is it that Campbelltown Council was apparently unaware of this Road Network Strategy and was therefore not in a position to alert concerned residents to its existence?

The Glenfield to Macarthur Corridor Integrated Transport Strategy is not the first document from the Department of Planning and Environment to show the proposal to open up St Andrews Road as a sub-arterial connecting Campbelltown Road and Camden Valley Way. It appeared also in the Draft Leppington Precinct Plan (2014) despite there never being any reference to St Andrews Road or any need to upgrade it in the South West Growth Centre Structure Plan. In accordance with the SWGC Structure Plan, we submit that St Andrews Road should continue to be closed to through traffic.

It seems to us that the upgrading of St Andrews Road is being introduced by stealth into these plans without justification and without the necessary environmental studies mentioned by Mr Tosi in 2012. Furthermore, this current opportunity to comment on the Draft Glenfield to Macarthur Urban Renewal Corridor Strategy does not constitute an adequate avenue for responding to such a major proposal as an upgrade of St Andrews Road to sub-arterial status.

We object strongly to this proposal and ask that our questions be answered and our concerns be acknowledged and addressed.

Yours faithfully,

A handwritten signature in blue ink that reads "Jocelyn Kramer". The signature is written in a cursive, flowing style.

Sister Jocelyn Kramer OCD