



Transport  
for NSW

# **Greater Parramatta Future Transport Hubs**

Strategic Justification for Interim Corridor Protection

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# 1. Greater Parramatta Future Transport Hubs

The Greater Parramatta Future Transport Hubs project is a joint project between Transport for NSW (TfNSW) and the Greater Sydney Commission. The study area is defined as Greater Parramatta, which includes the suburbs of Parramatta, Westmead, Mays Hill, North Parramatta, Rydalmere, Granville, Rosehill and Harris Park (refer to **Figure 1**).



Figure 1 Study area (Greater Parramatta)

The objectives of the project are:

- Identify service and customer preferences and network options for future rail network within the study area
- Collaborate across government agencies to integrate transport network considerations with place visions and outcomes
- Support financial sustainability and deliverability through identification and consideration of subsurface constraints and asset co-location opportunities
- Identify and confirm the preferred corridors and station localities through a collaborative multi-criteria assessment process
- Develop and implement an approved preservation mechanism to identify and protect subsurface railway corridors and station locations within Greater Parramatta.

The project aims to further define the rail corridors identified in Future Transport 2056 and the Greater Sydney Integrated Network Plan (refer to **Figure 2**).

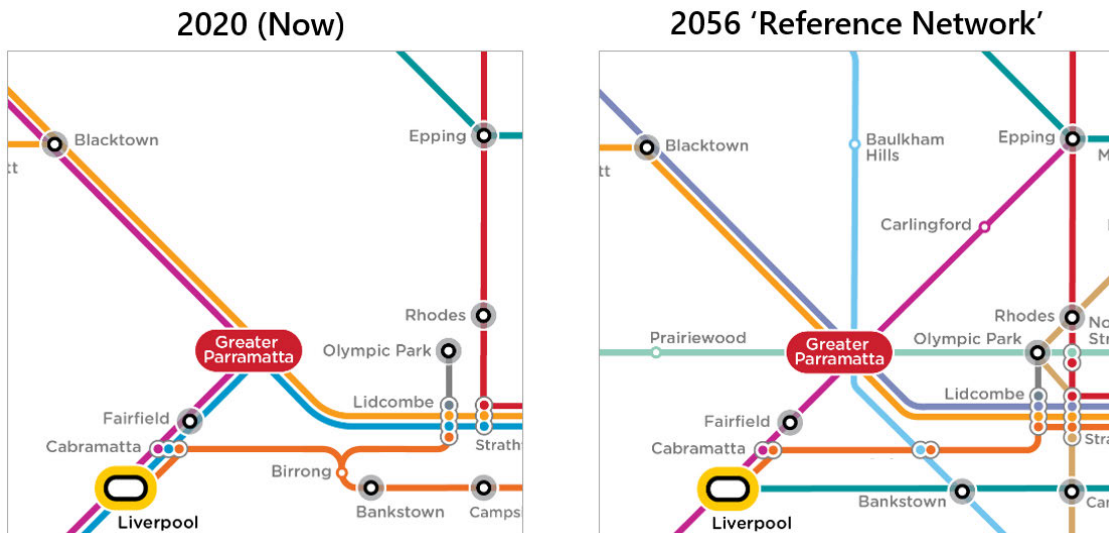


Figure 2 Current and future rail network for Greater Parramatta

The project has identified the preferred alignments within Greater Parramatta for the two new north-south rail lines identified in Future Transport 2056. The alignment assumptions for these two new north-south lines are:

- The New Cumberland Line extends from Bradfield to Epping via Liverpool and Parramatta, anticipated as a southern extension of existing rail from Leppington to Bradfield, and a northern extension from Merrylands to Parramatta CBD and Rydalmere before continuing to Epping.
- Greater Parramatta to Kogarah is anticipated as a new metro interchanging with the Sydney Metro West in the Parramatta CBD and extending to Bankstown and Kogarah. This project has identified potential stations at Westmead Children's Hospital, Parramatta CBD and North Granville. Future extensions north to Bella Vista and south to Miranda are also proposed.

The preferred tunnel corridors are an outcome of extensive consultation with key NSW Government agencies and local councils. The tunnel corridors provide flexibility for a number of station locations.

The corridors for the New Cumberland Line and Greater Parramatta to Kogarah have been identified through a comprehensive co-design approach, co-led with the Greater Sydney Commission, with key Government stakeholders including NSW Health, Department of Planning, Industry and Environment (including Property NSW), Department of Education, Department of Premier and Cabinet, and staff from Parramatta City Council and Cumberland Council. This co-design process commenced in March 2020.

The preferred corridors align with areas that are anticipated to experience growth over the coming decades, provide the best outcome for customers in terms of interchange with existing and committed rail lines and provide the opportunity to optimise the use of Government-owned land.

The working group's recommendations were endorsed by the Greater Sydney Commission's Infrastructure Delivery Committee in December 2020. The preferred corridors are shown in **Figure 3**.

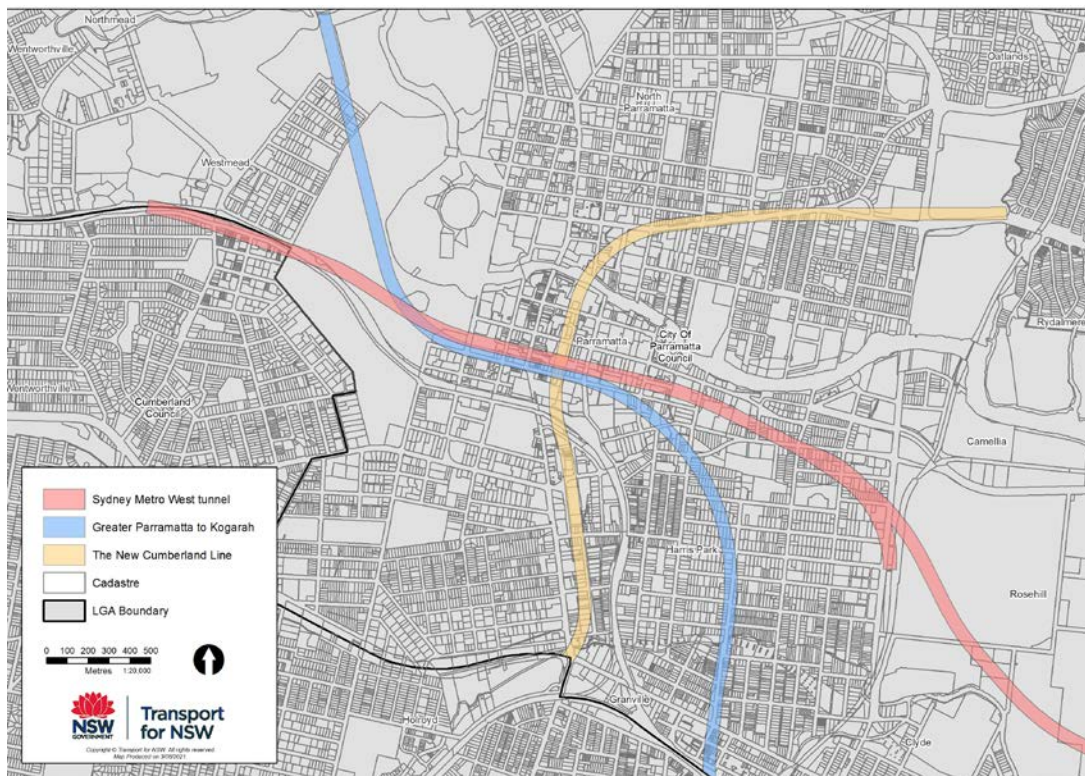


Figure 3 Preferred corridors for Greater Parramatta to Kogarah and The New Cumberland Line within Greater Parramatta



## 2. Strategic justification

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### 2.1 Overview

Greater Sydney is on track to become a metropolis of three cities with a total population of more than 12 million residents by 2056. Planning is underway to ensure the three cities, and the communities that support them, have access to essential infrastructure such as schools, hospitals and public open space. To ensure the productivity, liveability and sustainability of these communities it is vital that a world-class transport system is developed to support continued growth.

*Future Transport 2056* is an overarching strategy which aligns long-term transport planning with strategic land use planning. It identifies the desired future transport network for New South Wales. For Greater Sydney, it means an integrated transport network to achieve the vision of a 30-minute city. The success of Greater Sydney's integrated transport network relies on stations striking the right balance between place-making and providing effective interchange with other transport modes.

Across Greater Sydney rising land values and increased density will increase the capital cost of infrastructure projects planned for future delivery. As a result, the optimal locations for new stations may become prohibitively expensive because of the need to purchase buildings that have not reached their end-of life or have long term tenancies. This can negatively impact the customer experience by compromising the functionality of the integrated transport network and limiting place-making opportunities. To overcome these issues, the NSW Government can work with key stakeholders to identify locations for future stations and protect the land required for future use.

TfNSW, with the Greater Sydney Commission, is leading the Greater Parramatta Future Transport Hubs project which aims to identify tunnel corridors within the Parramatta CBD and its supporting precincts. The project seeks to understand the need for interchange between transport modes to support the integrated transport network, while ensuring place-making opportunities are realised. This has included consultation with other agencies to discuss opportunities to secure station sites on Government-owned land.

The project has assessed a number of options against a multiple criteria including customer experience, place-making opportunities, network integration and construction complexity. The preferred scenario balances the needs of the customer while supporting the growth of Greater Parramatta. The preferred scenario identifies the corridors for future rail lines and potential sites for future stations. The next stage is to develop an appropriate protection mechanism to ensure the land required is available for use when the new lines are delivered.

There are two main drivers which support immediate action on protecting the tunnel corridors. Firstly, Sydney Metro West are progressing the design for the Parramatta CBD station and integrated station development (ISD). It is imperative that this design allows for future interchange with these two new lines. TfNSW and Sydney Metro are working closely to ensure this can be achieved. Secondly, Greater Parramatta is seeing immense investment, particularly in the CBD. If the tunnel corridors are not protected, the delivery of these future lines will result in a higher cost to Government, and more complex construction methods, potentially delaying delivery and resulting in a poorer outcome for the customer.

## 2.2 The development of the Central River City will be centred on Parramatta

In response to the needs of Greater Sydney's people and the region's current and future structural challenges, the Greater Sydney Commission has developed the vision that seeks to transform Greater Sydney into a metropolis of three cities, the Western Parkland City, the Central River City and the Eastern Harbour City (Figure 4).

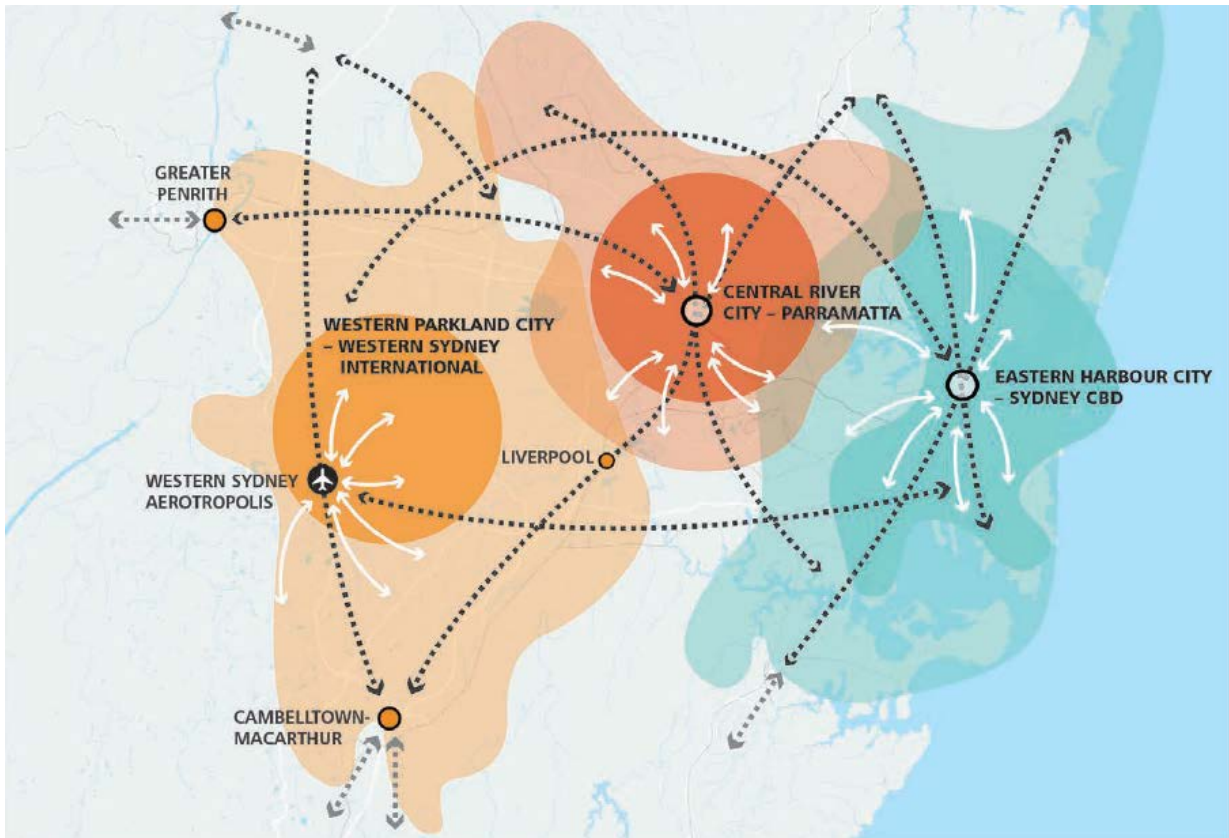


Figure 4 Greater Sydney Commission's vision to 2056<sup>1</sup>

The Central River City will grow substantially capitalising on its location close to the geographic centre of Greater Sydney. Unprecedented public and private investment is contributing to new transport and other infrastructure leading to a major transformation of the Central River City.

Greater Parramatta, as the metropolitan centre, is the core of the Central River City. Greater Parramatta encompasses Parramatta CBD, North Parramatta, Westmead and Parramatta Park. Greater Parramatta's economy is centred on world-class health, education and research institutions as well as finance, business services and administration.

New transport infrastructure is being planned and delivered for connections to the Central River City. This includes radial transport links to and from Greater Parramatta, encompassing Parramatta CBD, Parramatta North and the Westmead health and education precinct.

<sup>1</sup> Source: Greater Sydney Commission

## 2.3 Parramatta will become the future public transport hub

The vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan city and strategic centre within 30 minutes by public transport, seven days a week. To support the vision, TfNSW have developed a transport network plan that will enable people within each city to access their nearest metropolitan and/or strategic centre within 30 minutes by public transport.

As per the Greater Sydney Integrated Network Plan (GSINP), Greater Parramatta will become the central node of Sydney's passenger rail network and a more accessible destination for the majority of residents, visitors and economic activity in Greater Sydney.

**Figure 5** shows the 2056 passenger rail network as set out in the GSINP. By 2056, there will be three new rail lines connecting Greater Parramatta to other parts of Greater Sydney:

- 1) Bradfield to Epping (new T5 Cumberland Line)** – the new T5 Cumberland Line will offer 30-minute access from the North District and south-west Sydney to Greater Parramatta, Liverpool and Bradfield. It will separate the existing T5 Cumberland Line from the T1 Western Line, allowing More Trains More Services (Stage 4) to reduce crowding on the T1 Western line and improve network reliability.
- 2) Norwest to Miranda** – The Norwest to Miranda line will offer 30-minute access from the South District and north-west Sydney to Greater Parramatta, Bankstown and Kogarah. It will support More Trains More Services (Stage 3) by providing relief to the T4 Illawarra Line and South Coast services whilst providing the opportunity to simplify T3 Bankstown line, west of Bankstown. The first stage of this line is anticipated to be delivered as Greater Parramatta to Kogarah.
- 3) East West Rail Link** – New rail link from Bradfield and Western Sydney (Nancy Bird Walton) International Airport to Parramatta via Prairiewood to reduce journey times between these centres and the Harbour CBD. It is anticipated that this line is an extension of Sydney Metro West.



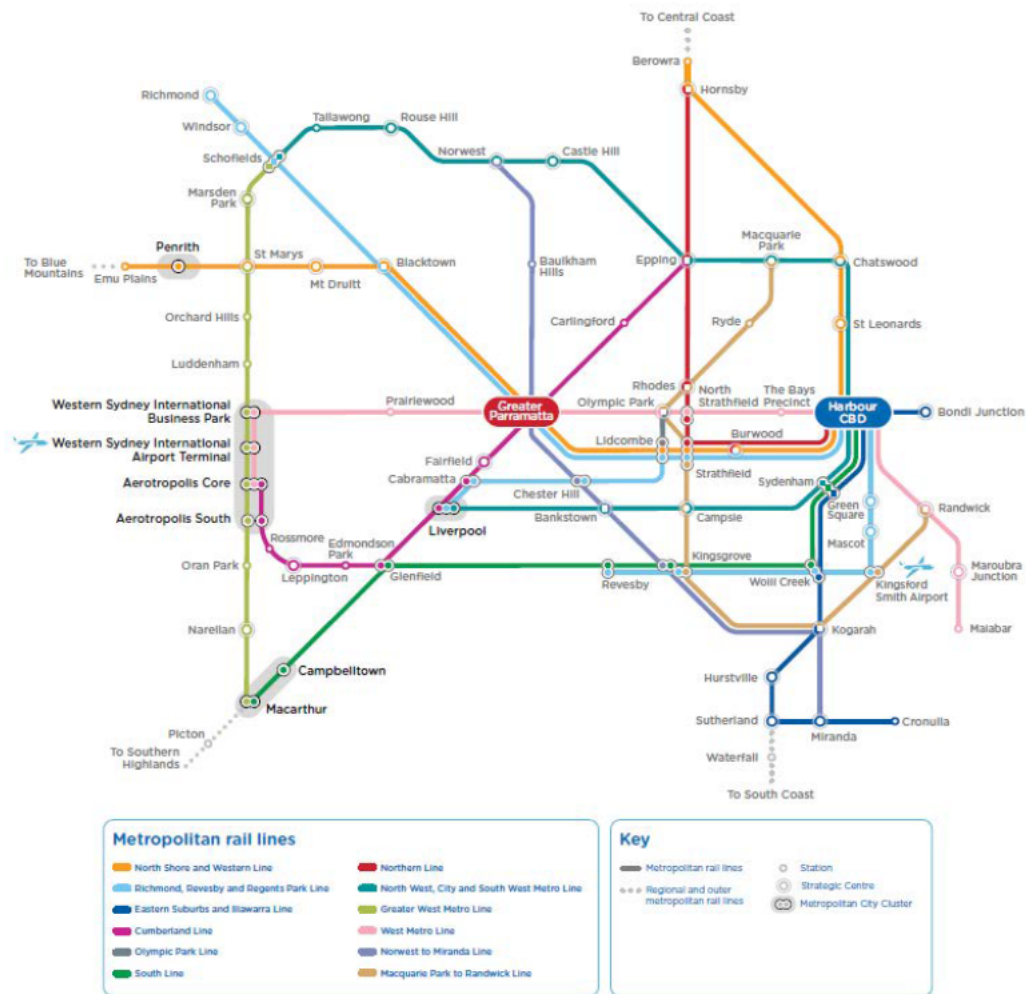


Figure 5 Indicative 2056 passenger rail services network<sup>2</sup>

Greater Parramatta continues to evolve as the heart of the Central River City, and is expected to experience significant jobs and dwellings growth throughout the future decades. Alongside the Parramatta CBD itself, there are many precincts experiencing, or planned for, major land use change and growth in the short to mid-term as shown in **Figure 6**, which will cement Greater Parramatta as a collection of diverse neighbourhoods and a destination for jobs, research, health and education, and leisure.

<sup>2</sup> Source: Transport for NSW – Greater Sydney Integrated Network Plan

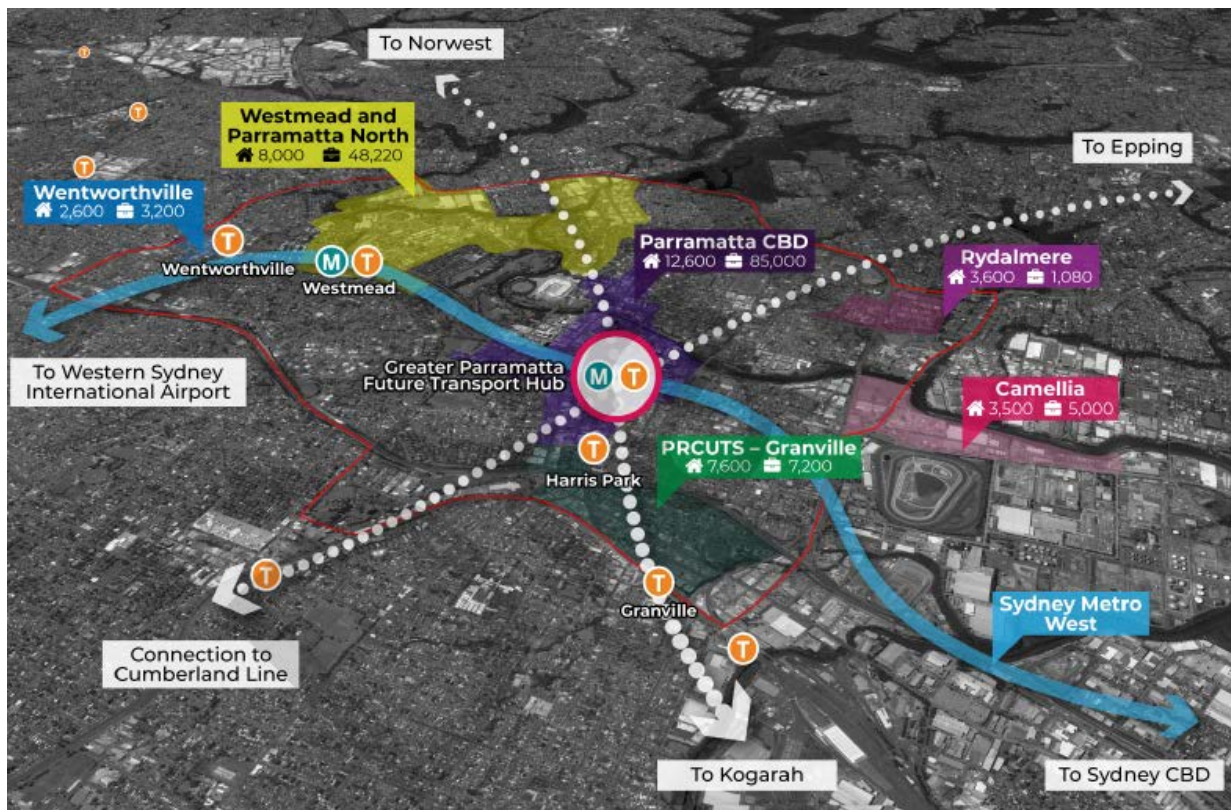


Figure 6 Greater Parramatta - Future Transport Hub<sup>3</sup>

As Greater Parramatta becomes the future transport hub of Sydney's rail network, demand on land for future rail corridors and stations will increase. Early planning work is currently underway to identify where the land will be needed in Greater Parramatta. More importantly, investigations into corridor protection need to be undertaken in order to protect the land required to deliver the future rail lines and stations.

<sup>3</sup> Source: Mecone (2021), Phase 1 Report – Greater Parramatta Future Transport Hub Report

## 2.4 Greater Parramatta is currently experiencing a rapid growth

The City of Parramatta Local Government Area (the City) is currently home to almost 300,000 residents. The City is experiencing a significant amount of population growth. By 2056, the City is expected to reach a population of over 523,000 people which will require additional 80,000 dwellings to accommodate the growth.<sup>4</sup> The majority of the growth will occur in the growth precincts (**Figure 7**) as planned by the City and/or the NSW Government, such as Westmead, Parramatta North, Parramatta East and Granville.

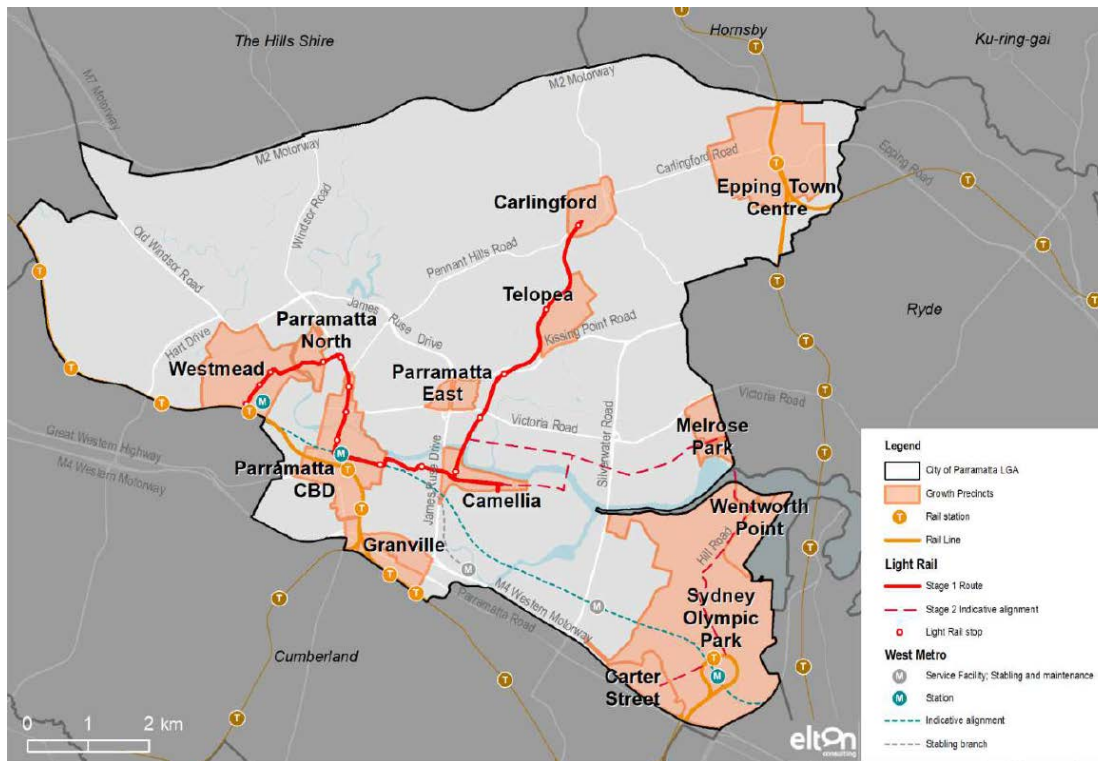


Figure 7 City of Parramatta growth precincts<sup>5</sup>

Source: City of Parramatta – Local Housing Strategy (2020)

Not only being the home to the local residents, the City is the second largest economy outside of the Sydney CBD. As the commercial, civic, cultural and educational centre of the Central River City, the City of Parramatta's contribution to the NSW economy was estimated to be around \$31 billion.<sup>6</sup> The number of jobs in the City is expected to grow by 54 per cent from around 192,000 jobs in 2021 to 286,000 jobs in 2056, which is even higher than the growth rate of the City of Sydney at 39 per cent.<sup>7</sup>

The projected growth will lead to increase in the housing and employment supply in the City. Over the past five years, the City has approved around 18,000 dwellings to facilitate the growth (**Figure 8**). Similar to the growth in housing supply, the commercial floor space was also estimated to increase by 34 per cent between 2016 and 2021.<sup>8</sup> The combined growth means that the land in Greater Parramatta will become more valuable, which could potentially impose a constraint on future transport infrastructure development if no action is taken now.

<sup>4</sup> Transport for NSW, TZP19 ERP by LGA 2016-2056

<sup>5</sup> Source: City of Parramatta – Local Housing Strategy (2020)

<sup>6</sup> <http://economy.id.com.au/parramatta>

<sup>7</sup> Transport for NSW, TZP19 Employment by LGA 2016-2056

<sup>8</sup> City of Parramatta (2020), Local Housing Strategy

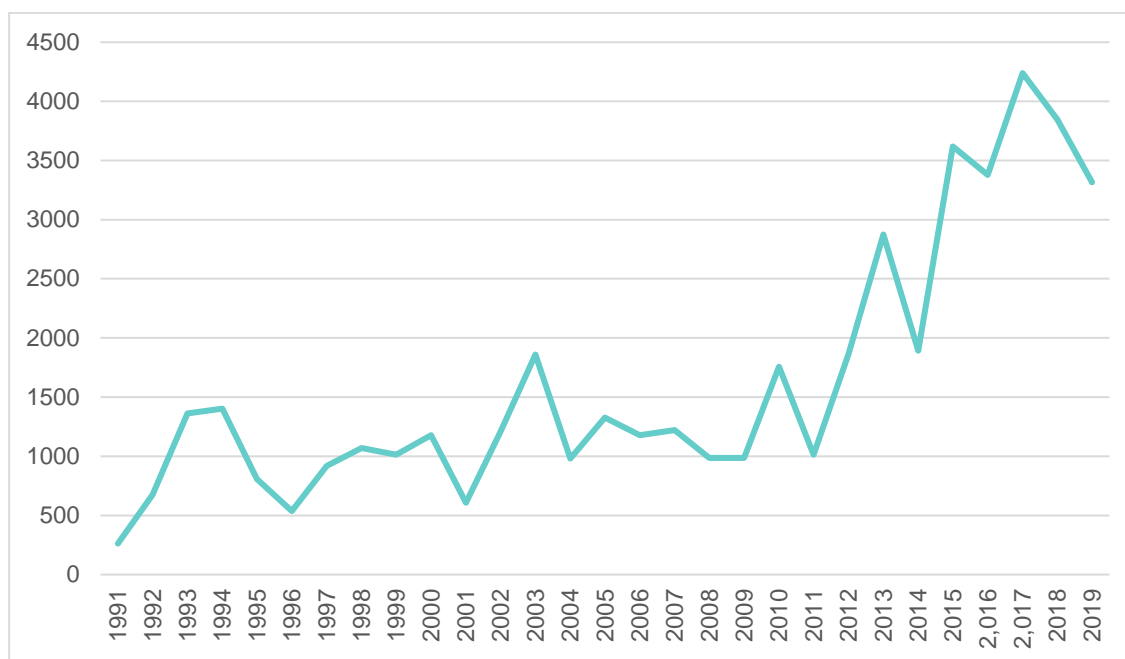


Figure 8 Dwelling approvals in the City of Parramatta (1991-2019)<sup>9</sup>

In line with the anticipated growth, there are already many development applications (DAs) in the study area (**Figure 9**). While high levels of development activity represent a positive sign in response to the growing population and employment, the development activities should ideally be integrated with future transport infrastructure so that the strategic planning outcome can be achieved.

<sup>9</sup> Source: Department of Planning, Industry and Environment, Greater Sydney Regional Housing Activity



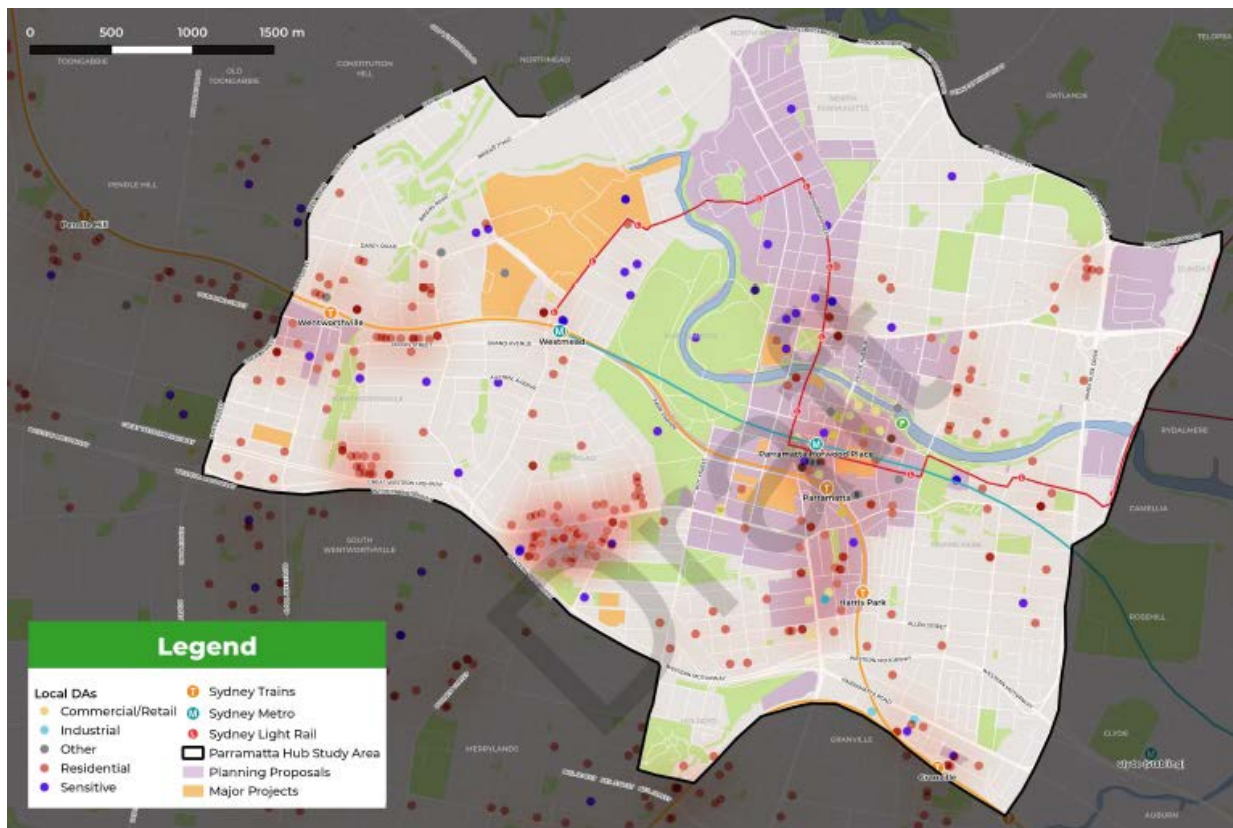


Figure 9 Development applications in the study area<sup>10</sup>

## 2.5 Business need/opportunity

Given the vision of the strategic planning and the rapid growth in Greater Parramatta, there is a business need for protecting land for future railway corridors and stations. This would in turn enable early integrated planning whilst reducing the financial cost of project delivery.

A benefits mapping workshop was conducted which aligns the problem statement with strategic objectives and the benefits as shown in **Figure 10**. The following problem statements are discussed in detailed in this section:

- Increased project delivery cost as a result of future property development
- Sub-optimal customer experience due to the lack of early planning
- Compromised strategic planning outcome due to uncertainty of station locality.

<sup>10</sup> Source: Mecone (2021), Phase 1 Report – Greater Parramatta Future Transport Hub Report



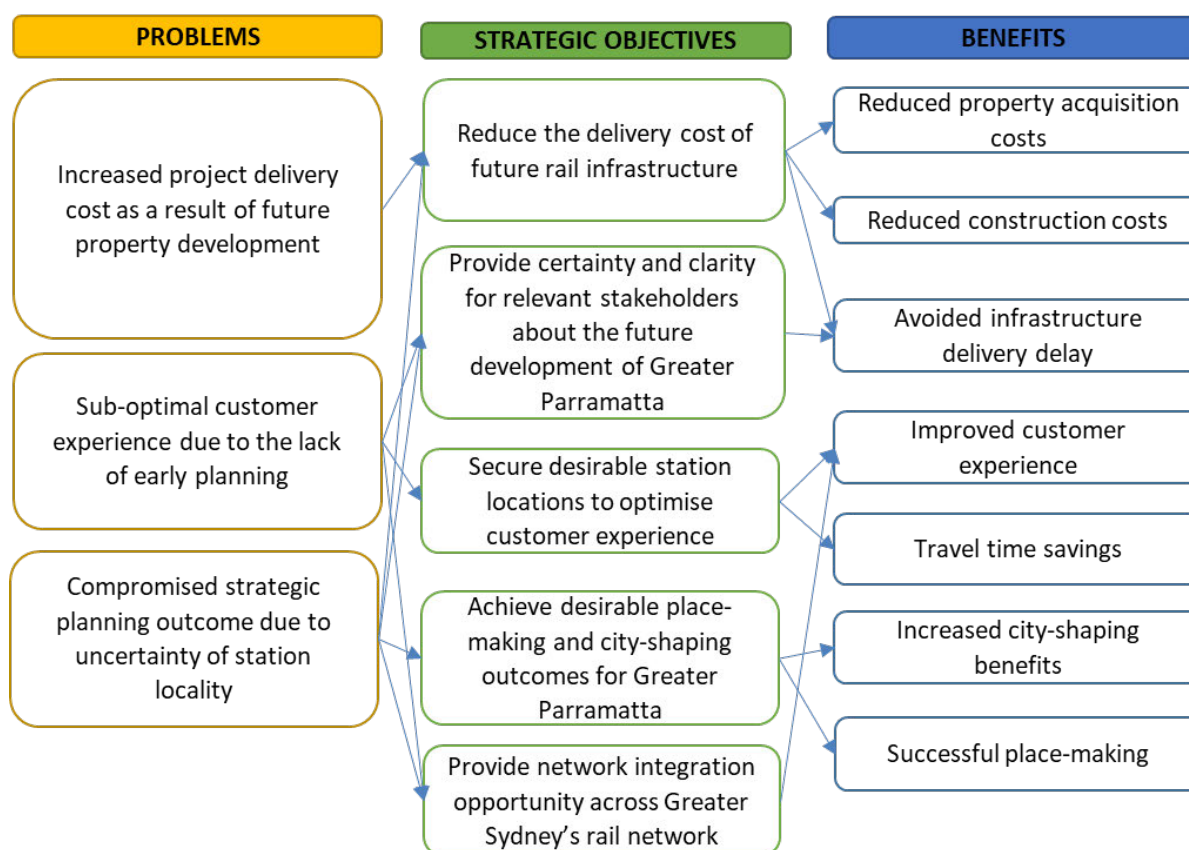


Figure 10 Benefits mapping

## 2.6 Increased project delivery cost as a result of future property development

Investment in rail infrastructure requires provision of tunnel corridors and land on the surface, which usually involves property acquisitions from both public and private land owners. The cost of property acquisition, in terms of financial cost and time, typically accounts for a significant amount of delivery cost and also represents a risk to the delivery program.

Based on the GSINP, the delivery of the future rail infrastructure in Greater Parramatta is expected to complete by 2036. While detailed planning work has yet to commence, there is a need to protect tunnel corridors to avoid substantial increases in property acquisition costs.

Historically, residential land values in Sydney have increased at an average 7.6 per cent per year<sup>11</sup>—around twice the rate of inflation—over the last 25 years. In urban infill areas, the land value could increase at a higher rate.

<sup>11</sup> Based on data obtained from Core Logic

**Figure 11** shows the unimproved land values of a number of sites in Greater Parramatta which have been identified as preferred locations for future railway stations. The land values of all of these sites have seen a significant increase between 2016 and 2020, with an annual growth rate of 15 per cent.

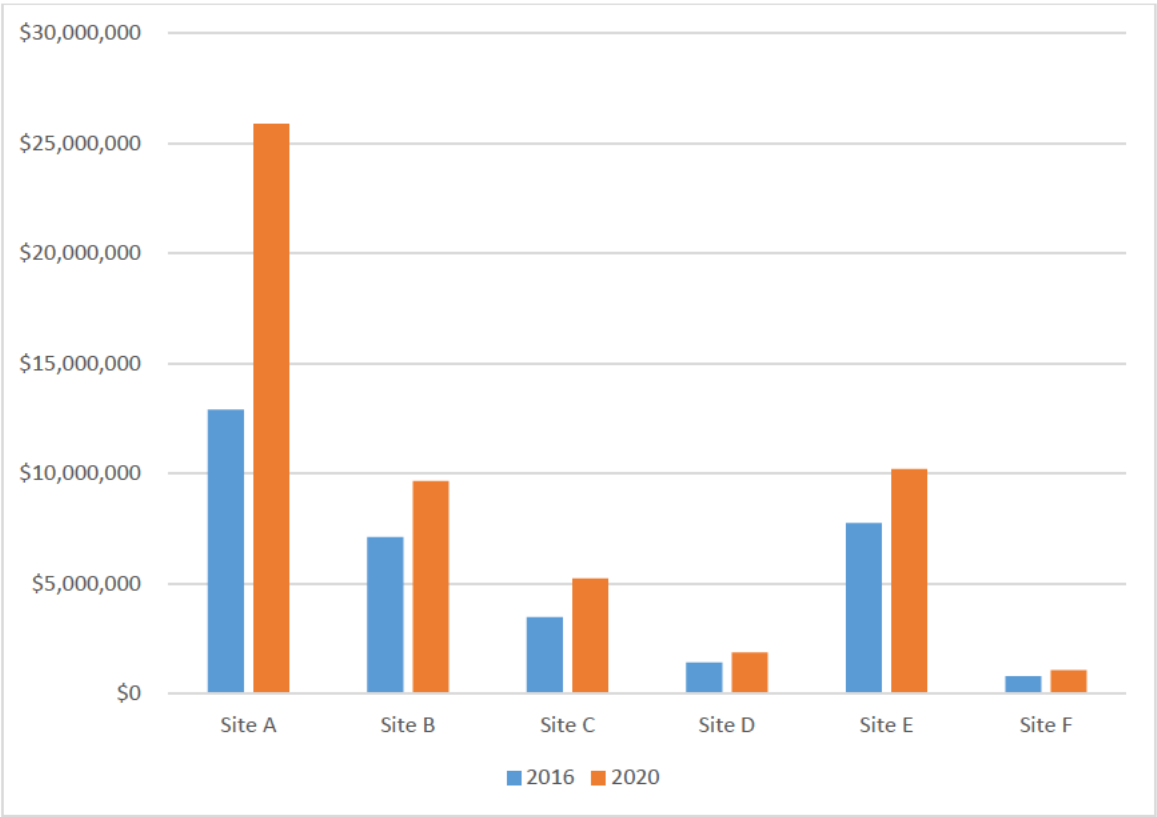


Figure 11 Unimproved land value of potential sites in Greater Parramatta<sup>12</sup>

With the strategic planning strategy committed by the NSW Government, the current trend of development is expected to continue over the next decade in order to meet the projected population and employment growth. That means the land value in Greater Parramatta will continue to increase, which will in turn increase the cost of property acquisition when the delivery of future rail projects commences.

In addition to the nature growth, land value can increase further as a result of infrastructure announcement. For example, in Sydney CBD, a number of integrated station development sites will be delivered as part of the Sydney Metro City & Southwest project. NSW Valuer General’s data show a significant uplift of land value of these sites since 2016, ranging from 26 per cent to 152 per cent. While these uplifts may be driven by other external factors, the growth rate is significantly higher than that of the Sydney City total at 26 per cent between 2016 and 2019 (Table 1).

<sup>12</sup> Source: Valuer General NSW, extracted from land values online portal

Table 1 Land value uplift of integrate station development sites in Sydney CBD<sup>13</sup>

Site location	2016 value	2019 value	Uplift 2016-2019
50 Martin Place	\$66,500,000	\$97,500,000	47%
9-19 Elizabeth Street	\$155,000,000	\$226,500,000	46%
39-49 Martin Place	\$51,250,000	\$129,000,000	152%
254 Pitt Street	\$84,750,000	\$120,000,000	42%
125-129 Bathurst Street, Sydney	\$34,650,000	\$43,700,000	26%
<i>Sydney City total</i>	<i>\$77,443,548,760</i>	<i>\$97,390,771,822</i>	<i>26%</i>

Without intervention to protect the tunnel corridors and sites, incompatible development may occur which could make the preferred sites unaffordable. In this instance, the NSW Government would need to consider alternative sites or to adopt more complex construction method, which is expected to increase the overall delivery cost.

For each of the stations, the property acquisition costs of alternative sites are expected to be higher than the preferred sites, partly due to the ownership and partly due to the number of land parcels involved (**Figure 12**). For example, the acquisitions costs are much lower for sites owned by the NSW Government (e.g. Rydalmere and Westmead station). However, if the preferred sites are not protected early, other development may occur which would result in the need to seek for alternative sites. In this instance, the property acquisition costs could increase dramatically by over \$500 million for the four sites assessed in **Figure 12**.

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<sup>13</sup> Source: Valuer General NSW, extracted from land values online portal and Valuer General's Report on NSW land values (2016-2019)

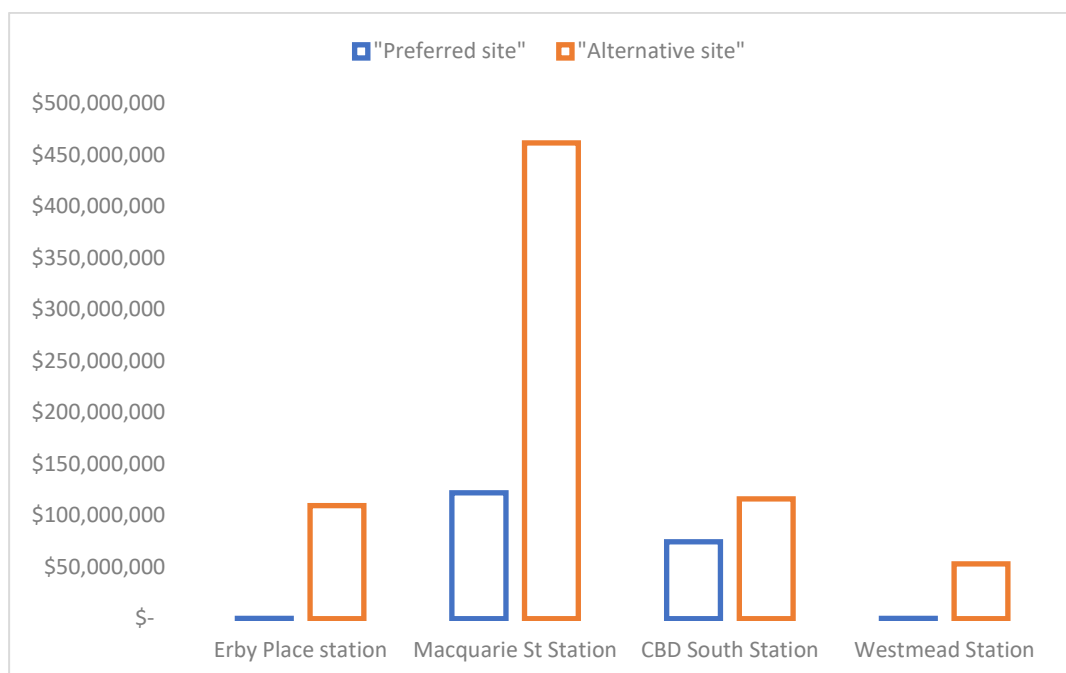


Figure 12 Comparison of property acquisition costs between preferred sites and alternative sites<sup>14</sup>

In anticipation of the growth of Greater Parramatta, there is a strong need to actively preserve tunnel corridors well in advance of project delivery. This will ensure development is compatible with the future rail infrastructure.

Preserving tunnel corridors for projects would not only result in the lower project delivery cost, but would also minimise potential delays to the program. This would also provide greater certainty about the land in Greater Parramatta, with a potential to achieve a more optimal integrated station development.

## 2.7 Sub-optimal customer experience due to the lack of early planning

The NSW Government is committed to transform Greater Parramatta into a future transport hub. That means more public transport customers will be transferring in Parramatta. **Figure 13** shows the projected number of transfers, entries and exits at Parramatta CBD stations once the New Cumberland Line and the Greater Parramatta to Kogarah Line (i.e. first stage of Norwest-Miranda line) completed in 2036. The patronage forecasts show that, with the future rail lines in place, the number of transfers in the Parramatta CBD stations is expected to increase substantially by four times in the AM peak.

<sup>14</sup> Source: Estimates provided by E3 Advisory (2021)

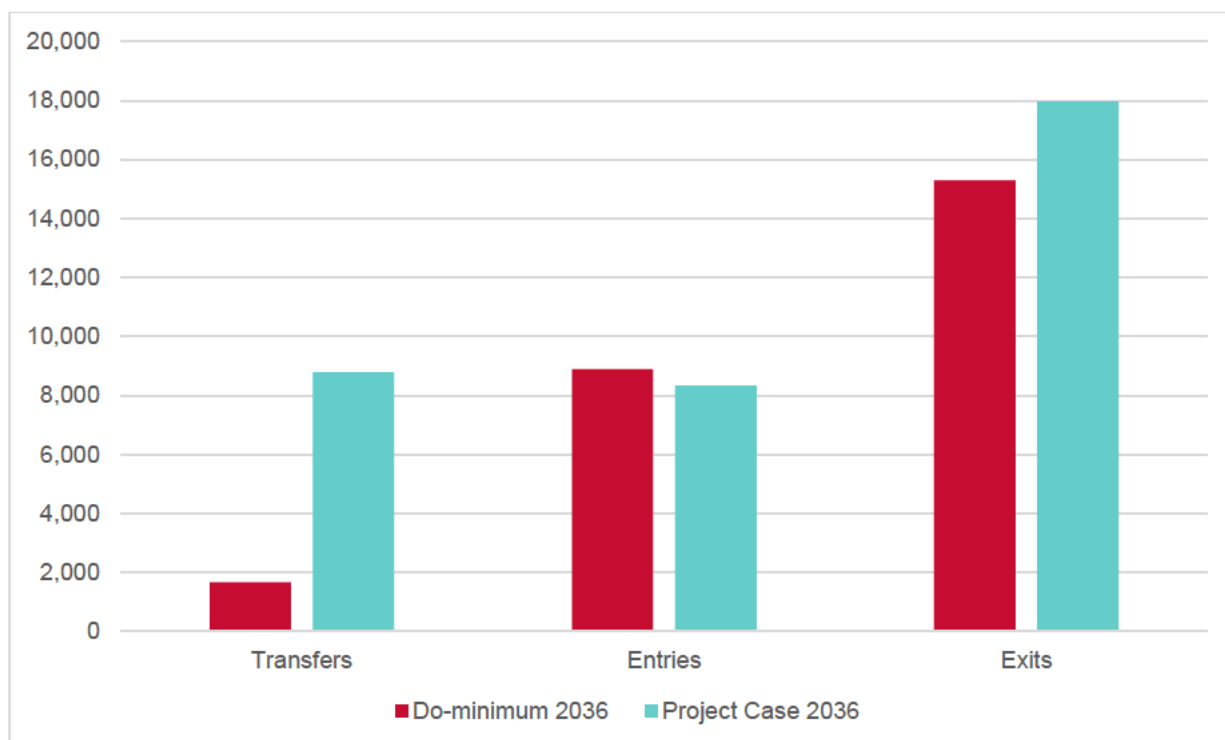


Figure 13 Projected number of transfers, entries and exits at Parramatta stations (one hour AM peak)<sup>15</sup>

Patronage forecasts (see Figure 14) also show that a large proportion of the transfers in Parramatta CBD stations come from the interchange between the New Cumberland Line (northbound) and Sydney Metro West (eastbound). The patronage forecast highlights the strong interchange demand in Parramatta CBD when the future network is complete. To ensure a positive customer experience, it is essential to select the station locations that would allow easy and convenient transfers between stations in Parramatta CBD and thus early planning is critical.

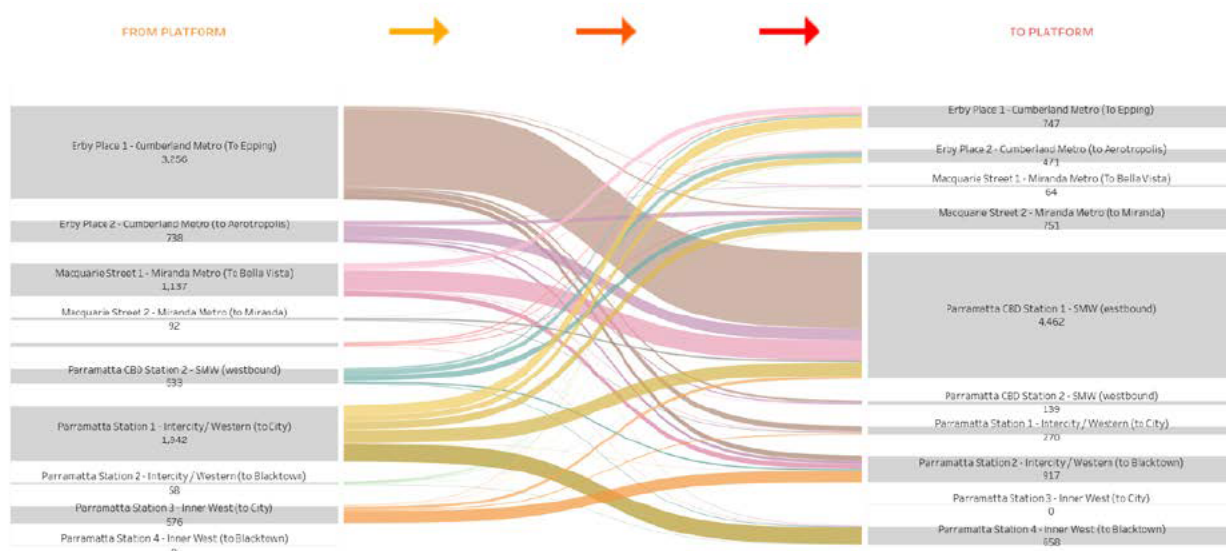


Figure 14 Interchange in Parramatta CBD (2036)

<sup>15</sup> Source: ETCM outputs



If the preferred station sites are not available for future rail projects, adopting alternative sites could result in sub-optimal experience which represents an economic cost to the community. For example, if the alternative sites require an additional five minutes of walking for transferring between stations, the resultant economic cost is in the magnitude of \$40 million per annum.<sup>16</sup>

Fast and convenient interchanging is one of the factors that determines customer satisfaction. Interchanges provide opportunities for customers to reach more destinations by transferring between different services and also form focal points around which many of our centres grow. In doing so, they support access to jobs and services for customers. In Future Transport 2056, it is suggested that interchanging time should not take more than five minutes to reach the point where their customers' next service departs from.

Given the amount of interchanging demand as shown above, the future stations in the Parramatta CBD ideally will need to provide a convenient interchange with the new Sydney Metro West station. To achieve such outcome, it is essential to have certainty on the future station locations early to enable an integrated design with the Sydney Metro West station. An example of integration with Sydney Metro West is shown on **Figure 15**.

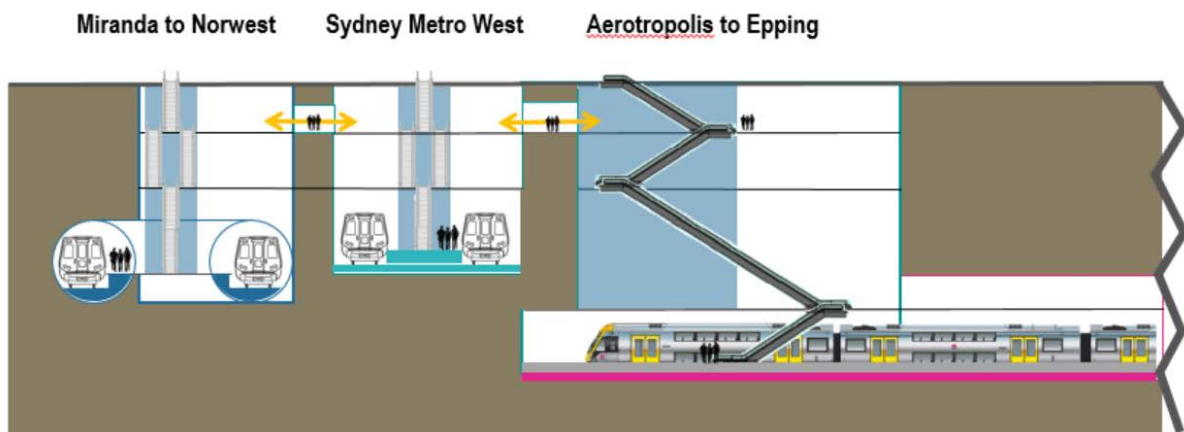


Figure 15 Integration with Sydney Metro West

## 2.8 Compromised strategic planning outcome due to uncertainty of station locality

Greater Parramatta is experiencing rapid development in terms of housing growth. Most of this is occurring in growth precincts led by the City of Parramatta or the NSW Government. The growth is anticipated to continue into the future due to the NSW Government's strategic vision for Greater Parramatta. The 2020 Local Housing Strategy published by the City of Parramatta recognises the need to align the housing growth strategy with the delivery of infrastructure.<sup>17</sup>

Improved urban accessibility is one of the most significant drivers of economic activity and growth in cities. Investment in rail infrastructure leads to a range of economic, social and environmental benefits that would not be achieved otherwise. Furthermore, investment in new public transport provides planning authorities with the opportunity to create transit-oriented precincts including high quality public domain and walking and cycling links. In the absence of strategic planning at precinct level, increased demand is expected to result in ad-hoc and individual rezoning applications led by the private sector.

<sup>16</sup> Estimated based on Economic Parameter Values published by Transport for NSW

<sup>17</sup> City of Parramatta (2020), Local Housing Strategy 2020

Evidence shows there is a strong correlation between land market demand response and proximity to public transport. It is widely recognised within the industry that land market response is the strongest within a 5-10 minute walking catchment from stations. For higher capacity transport modes such as heavy rail and metro, the area of influence is considered to be greater, up to 15 minute walking catchments.

The provision of new railway stations in Greater Parramatta will not only facilitate the strategic transport planning outcome, but also to attract more businesses and residents as a result of improved public transport accessibility. Land use projection undertaken by Mecone (**Table 2**) suggests that the new railway stations (i.e. Intervention Case) has the potential to increase an additional 12,000 jobs and 21,200 dwellings in the station catchments of Greater Parramatta compared to the base case (i.e. without new railway stations).

Table 2 Jobs and dwellings forecast for the study area<sup>18</sup>

Type	Scenario	2020	2036	2056	Growth from 2020-2056
<b>Jobs</b>	<b>Base case</b>	94,000	139,200	177,700	+83,700
	<b>Intervention case</b>	94,000	141,300	189,700	+95,700
<b>Dwellings</b>	<b>Base case</b>	46,300	69,900	90,500	+44,200
	<b>Intervention case</b>	46,300	71,600	111,700	+65,400

Significant land use decisions are being made now. The City of Parramatta completed the exhibition of the Parramatta CBD Planning Proposal in November 2020. Once the Planning Proposal comes into effect, sites with a higher floor space ratio (FSR) may attract development which will in turn affect the property acquisition cost for future railway stations.

Without early protection of the preferred station sites, there is a risk that the NSW Government's strategic planning objectives may not be fully realised due to the following issues:

- Higher permissible development density in Parramatta CBD – When the current Parramatta CBD Planning Proposal comes into effect, the land value of many of the preferred station sites is expected to increase due to changes in zoning and increase in permissible floor space ratio.
- Government land owners may pursue other development opportunities – With the preferred sites that are currently owned by other government agencies, it is important to provide the land owners with the certainty of the station locations so that the sites can be preserved for future railway stations. At this stage, the government land owners are supportive of sites preservations for improved transport accessibility. However, if TfNSW are unable to provide certainty regarding the need of the land for future stations, the land owners could re-developed the lands for other purposes or sold.
- Lost opportunity of integrated station development – Integrated land use and transport planning for these growth areas will be less than optimal. Unsuitable developments may occur and opportunities to consider integrated station development may be lost. Communities and stakeholders in these areas may assume the rail connection will not occur. Delays may also lead to distrust of the NSW Government, creating challenges for subsequent community engagement.

<sup>18</sup> Source: Mecone (2021) Greater Parramatta Future Transport Hubs – Phase 2 Land Use Analysis Report

- Lost opportunity of place-making outcome – Development around or close to transport hubs can create well-designed, attractive urban communities that have easy access to public transport services. Opportunities to plan for place-making can be lost without certainty of future transport infrastructure. There are established communities within the study area that could benefit from integrated land use and transport planning to maintain and enhance amenity. This could include protecting existing and creating new open spaces, enhancing accessibility and active transport connections, and providing places for passive recreation. Without the certainty provided by site protection, these opportunities may be compromised, with adverse consequences for local communities and places within the study area.

## 2.9 Objective of this intervention

Based on the identified need for investment, the program objectives are described below:

- Reduce the cost of property acquisition for future rail infrastructure in Greater Parramatta
- Provide certainty and clarity for relevant stakeholders about the future development of Greater Parramatta
- Secure desirable station locations to optimise customer outcome
- Provide place-making and city-shaping opportunities for station precincts.

## 2.10 Strategic alignment

The objective of the Project is to give effect to Future Transport 2056—the Government’s long-term, 40 year transport plan for Sydney and NSW—by identifying and protecting land that can be used to deliver transport infrastructure in the future in when it is needed. A summary of the strategic alignment with the relevant planning documents is provided below.

### *Future Transport Strategy 2056*

Future Transport is the State’s overarching transport strategy and provides a 40 year vision for the transport system. It recognises that the growth and development of Greater Parramatta will require improved public and active transport access.

To support this, Future Transport identifies a number of mass transit initiatives for investigation in the next 20 years connecting Greater Parramatta to the remainder of Sydney. This includes:

- Sydney Metro West (SMW), a new metro line between Greater Parramatta and the Harbour CBD, which is currently awaiting planning approval and is expected to open sometime around 2030
- The Western Sydney Airport to Greater Parramatta train link (also known as the East West Rail Link), which will work with SMW to connect the three metropolitan centres;
- A new north-south mass transit link, connecting the centres at Epping and Kogarah to Greater Parramatta; and
- The Parramatta-Norwest mass transit/train link, which will support longer-term population growth on this corridor which is currently served by bus services.

The Project is aligned with the key outcomes as set out in Future Transport 2056 as summarised in **Table 3**.

Table 3 Alignment with Future Transport 2056 outcomes

Future Transport 2056 Outcomes	Relevance
<b>Customer Focused</b>	Early confirmation of station locations would allow for a more integrated station design that would provide a better customer experience
<b>Successful Places</b>	Early planning and site protection would provide better opportunity for place-making in the station precincts
<b>A Strong Economy</b>	By applying appropriate planning mechanism, the Government will be able to achieve long-term cost savings whilst achieving more desirable city-shaping outcome
<b>Accessible Services</b>	Early confirmation of station locations would allow for a more integrated station design that would reduce interchange time in Greater Parramatta, resulting in more accessible services to customers.
<b>Sustainability</b>	The protection of public transport station sites will support more environmentally sustainable travel, whilst avoid excessive property acquisition or complex construction method in the long term.

### *Transport for NSW 10 year Blueprint*

The TfNSW 10 year Blueprint lays out our desired outcomes, ambitions and strategic priorities for the next 10 years. The project directly responds to key priorities as set out in the Blueprint (Table 4).

Table 4 Alignment with Transport for NSW 10 year Blueprint strategic priorities

10 year Blueprint strategic priorities	Relevance
<b>Working in partnership</b>	The project team has undertaken extensive consultation with relevant government agencies and local governments to determine the proposed solution. Site protection will also provide certainty to land owners with regard to the infrastructure plan for the study area.
<b>Data-driven decision making</b>	The options assessment was supported by transport demand modelling and economic appraisal.
<b>Place-based integrated service design</b>	Early planning and site protection would provide better opportunity for place-making in the station precincts
<b>Financial sustainability</b>	By applying appropriate planning mechanism, the Government will be able to achieve long-term cost savings whilst achieving more desirable city-shaping outcome



### Central City District Plan

The vision for the Central River City, described in the Central City District Plan, emphasises the role of Greater Parramatta as a key focus for growth with an economy centred on world-class health, education and research institutions as well as finance, business services and administration.

The District Plan sets out a range of district specific priorities and actions to realise the vision established in the Greater Sydney Regional Plan. Those of relevance to this Project are captured in **Table 5**.

Table 5 Alignment with Central City District Plan

Central City District Plan Priorities	Relevance
Planning Priority C1 – Planning for a city supported by infrastructure	Aims to align infrastructure with forecast growth areas and planned precincts, linking these areas to a variety of employment opportunities, infrastructure, and services to support the 30-minute city. The subject investigations respond directly to this priority by taking a place-based approach to the future location of catalytic transport infrastructure.
Planning Priority C2 – Working through collaboration.	The co-design approach adopted by TfNSW for this investigation is an example of the project team actively responding to this District Plan objective.
Planning Priority C5 – Providing housing supply, choice and affordability with access to jobs, services and public transport.	The District Plan identifies the Study Area as a location for additional housing capacity and supply in the future. The subject investigations respond to this priority by considering the potential for land use change and increased housing supply in the consideration of preferred outcomes.
Planning Priority C8 - Delivering a more connected and competitive GPOP Economic Corridor.	The District Plan identifies Greater Parramatta as needing a radial transport network to make the most of its location at the centre of Greater Sydney. The outcomes of this project will significantly improve connections within and to Greater Parramatta, creating a more economically competitive region.
Planning Priority C9 – Delivering integrated land use and transport planning and a 30-minute city.	The District Plan notes that the delivery of the three cities concept is contingent on the integration of land use and transport. Land use analysis supporting this project has considered opportunities to improve public transport accessibility within the Study Area as a guide to determining priority locations for investigation and potential station locations.



### 3 Conclusion

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The success of Greater Sydney's future integrated transport network relies on stations striking the right balance between place-making and providing effective interchange with other transport modes. Across Greater Sydney rising land values and increased density will increase the capital cost of infrastructure projects planned for future delivery. As a result, the optimal locations for new stations may become prohibitively expensive because of the need to purchase buildings that have not reached their end-of life or have long term tenancies. This can negatively impact the customer experience by compromising the functionality of the integrated transport network and limiting place-making opportunities. To overcome these issues, the NSW Government can work with key stakeholders to identify locations for future stations and protect the land required for future use. Protection can be thought of as a planning intervention to eliminate or minimise the risks that further development could inhibit the future delivery of the infrastructure.

TfNSW, with the Greater Sydney Commission, is leading the Greater Parramatta Future Transport Hubs project which aims to identify and protect tunnel corridors within Greater Parramatta. The preferred tunnel corridors are an outcome of extensive consultation with key NSW Government agencies and local Councils. The tunnel corridors provide flexibility for a number of station locations.

TfNSW are seeking to protect tunnel corridors within Greater Parramatta. An interim tunnel corridor protection is proposed as it would:

- Enable conversations with potential developers about the implications and opportunities for their development
- Provide Parramatta City Council with the information and tools required to consider the tunnel corridors as part of planning proposals and development applications
- Provide other NSW Government agencies with the certainty needed to plan for growth.

Interim corridor protection is critical for the successful delivery of the projects. Specifically, the interim protection is needed to:

- Reduce potential risks associated with future developments impacting on proposed rail infrastructure
- Ensures future rail infrastructure is viable and able to be constructed
- Helps in managing orderly development along rail corridors and gives more certainty to developers.