

Briefing: Minister for Transport and Roads
FOR APPROVAL by 24 September 2021



Interim corridor protection for two new north-south lines through Greater Parramatta

Purpose: To seek the Minister for Transport and Roads' approval to request the Department of Planning, Industry and Environment (DPIE) to implement interim corridor protection for the future Greater Parramatta to Kogarah Line and New Cumberland Line tunnels within Greater Parramatta.

Analysis: The objective of the corridor protection program is to give effect to *Future Transport 2056* by identifying and protecting corridors of land that can be used to deliver transport infrastructure in the future when it is needed. An interim tunnel corridor protection is proposed for two new north-south lines in Greater Parramatta. The Parramatta Central Business District (CBD) Planning Proposal is due to be finalised by October 2021 and will result in the rezoning of large areas of Parramatta, encouraging investment and development. It is important to protect the tunnel corridors for these two future north-south lines to reduce potential risks associated with future developments impacting on proposed rail infrastructure and manage orderly development along the rail corridor.

Reason for deadline: The Parramatta CBD Planning Proposal is due to be finalised by October 2021.

Recommendations

1. **Approve** Transport for NSW (TfNSW) to request DPIE implement interim corridor protection for the future Greater Parramatta to Kogarah Line and New Cumberland Line tunnels within Greater Parramatta.

Key reasons

Identifying the corridors

The Greater Parramatta Future Transport Hubs 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, Parramatta CBD and Rydalmere before continuing to Epping.
- The proposed Bella Vista to Miranda line is anticipated as a new metro interchanging with Sydney Metro West in the Parramatta CBD. This project has identified potential stations at Westmead Children's Hospital, Parramatta CBD, North Granville and Kogarah.

The preferred tunnel corridors are an outcome of extensive consultation with key NSW Government agencies and local councils. They align with areas 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 tunnel corridors provide flexibility for a number of station locations (**Attachment A**).

Objective Reference: BN21/00275

Contact: Geoff Cahill, Director Corridor Identification and Protection
Strategic Transport Planning

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Rationale for protection

TfNSW is 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 developments.
- Provide the City of Parramatta 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.

Intended outcome

A key objective of the interim corridor protection is to mitigate risks associated with planned and future developments in Greater Parramatta and in the vicinity of the future rail corridors, which may impact customer outcomes, project delivery and operations. The intended outcome is to achieve:

- Referral of State significant development applications for comment.
- Referral of development applications made under Part 4 of the *Environmental Planning and Assessment Act 1979* (the Act) to TfNSW for concurrence.
- Referral of activities under Part 5 of the Act to TfNSW for review and comment.

The intended outcomes could be achieved through an amendment to the State Environmental Planning Policy (Major Infrastructure Corridors) 2020. The proposed amendment would include:

- Amendment to the written instrument.
- Tunnel corridor maps (60-metre wide and defined in both vertical and horizontal planes) (**Attachment A**).

The requested referral and concurrence provision would be subject to a sunset clause or end date that would extinguish the interim corridor protection at the granting of planning approval for the rail infrastructure. Once extinguished, the rail infrastructure planning approval would give the corridor the same referral and concurrence requirements as sought through this application.

Supporting analysis

Strategic justification

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.

The Strategic justification for Greater Parramatta corridor is at **Attachment B**.

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Alignment with Future Transport 2056

The objective of the corridor protection program is to give effect to *Future Transport 2056* by identifying and protecting corridors of land that can be used to deliver transport infrastructure in the future when it is needed. Details how the proposed interim tunnel corridor protection aligns with Future Transport's six state-wide customer outcomes is at **Attachment C** (Table 1).

TfNSW's 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. Details how the proposed interim tunnel corridor protection aligns with strategic priorities in the 10 year Blueprint is at **Attachment C** (Table 2).

Consultation


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, key Government stakeholders including NSW Health, DPIE (including Property NSW), Department of Education, Department of Premier and Cabinet, and staff from the City of Parramatta and Cumberland councils. This co-design process commenced in March 2020.

Communications

DPIE will exhibit the proposed amendment to the State Environmental Planning Policy (Major Infrastructure Corridors) 2020 accompanied by an Explanation of Intended Effect (EIE). The EIE would be exhibited in line with DPIE's Community Participation Plan.

Agency Approval

Minister

<p>Joost de Kook Deputy Secretary Customer, Strategy and Technology</p> <p>s.74</p>  <p>Approved</p> <p>Date: 12/9/2021</p>	<p>Minister for Transport and Roads</p> <p>Approved</p> <p>Not Approved</p> <p>Date:</p>
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Background

Greater Parramatta Future Transport Hubs

The Greater Parramatta Future Transport Hubs project is a joint project between 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.

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.

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 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.

Context

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.

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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 NSW. 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 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 is 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.

Attachments

Attachment	Title
A	Greater Parramatta corridors map
B	Strategic justification for Greater Parramatta corridor
C	Alignment with Future Transport and Strategic priorities