

## FW: Rail capacity to inform housing opportunities

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**From:** Meagan Kanaley <meagan.kanaley@planning.nsw.gov.au>  
**To:** Anjali Roberts <anjali.roberts@dpie.nsw.gov.au>  
**Cc:** Natalie Camilleri <natalien.camilleri@planning.nsw.gov.au>, Emily McNeill <emily.mcneill@planning.nsw.gov.au>  
**Date:** Tue, 13 Feb 2024 09:25:56 +0000

FYI

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**From:** Hanna Shalbaf <Hanna.Shalbaf@planning.nsw.gov.au>  
**Sent:** Tuesday, 13 February 2024 8:25 PM  
**To:** Meagan Kanaley <Meagan.Kanaley@planning.nsw.gov.au>  
**Subject:** FW: Rail capacity to inform housing opportunities

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**From:** Matthew McKibbin <[Matthew.McKibbin@transport.nsw.gov.au](mailto:Matthew.McKibbin@transport.nsw.gov.au)>  
**Sent:** Wednesday, 21 June 2023 2:06 PM  
**To:** Hanna Shalbaf <[hanna.shalbaf@dpie.nsw.gov.au](mailto:hanna.shalbaf@dpie.nsw.gov.au)>; Stephanie Barker <[stephanie.barker@gcc.nsw.gov.au](mailto:stephanie.barker@gcc.nsw.gov.au)>  
**Cc:** Simon Hunter <[Simon.Hunter@transport.nsw.gov.au](mailto:Simon.Hunter@transport.nsw.gov.au)>  
**Subject:** Rail capacity to inform housing opportunities

Hello Hanna and Stephanie,

Further to discussions on rail capacity in Greater Sydney, we have drafted some text which presents Transport's advice for broader communication to external audiences as part of the housing acceleration and TOD programs:

- \* Sydney Metro lines provide high capacity to support growth, and are able to scale up capacity in response to changes in demand over time. Investment in additional rolling stock may be required to enable additional services into the future. All lines present capacity to support growth:
  - \* **Sydney Metro North West**
  - \* **Sydney Metro City & Southwest**
  - \* **Sydney Metro Western Sydney Airport**
  - \* **Sydney Metro West**
- As a result of existing committed investments (such as Sydney Metro and More Trains, More Services), several sections of the Sydney Trains network close to Sydney CBD have been identified as having capacity for additional growth, including:
  - o **T2 Inner West** – between Burwood and Macdonaldtown
  - o **T4 Eastern Suburbs** – entire line (Kings Cross, Edgecliff and Bondi Junction)
  - o **T4 Illawarra** – between Allawah and Arncliffe
  - o **T8 Airport** – between Padstow and Turella

- o **T1 North Shore** – between Artarmon and Milsons Point
  - o **T1 North Shore** – north of Chatswood
- Other parts of the Sydney Trains network have potential capacity to support additional housing growth. Changes to existing services or further investment in the network may be required to support sustained growth in these areas.
  - Further detailed transport assessment will be required to understand the transport implications of proposed development as more information becomes available.

I appreciate that this text may need to be substantially edited or paraphrased for public documents such as the DPE discussion paper. In that instance we would appreciate a review of final copy.

I understand as the Kanofski review is an external and independent review, the strategic level map provided for internal NSW Government purposes is not suitable.

We look forward to continuing to work in close partnership with your teams on this opportunity.

Please do get in touch should this cause any confusion or issues.

Regards,  
Matt

**Matthew McKibbin**  
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Strategic Transport Planning  
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Transport  
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I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

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