



Tabled, by leave,  
by Ms Sharpe  
Stephens  
for  
Clerk of the Parliaments  
17 / Oct / 2023

**CENTENNIAL PARK AND MOORE PARK TRUST AMENDMENT (PUBLIC TRANSPORT)  
BILL 2023**

**STATEMENT OF PUBLIC INTEREST**

**Need: Why is the policy needed based on factual evidence and stakeholder input?**

The purpose of the Bill is to update the description of land in the *Centennial Park and Moore Park Trust Act 1983 (CPMPT Act)* to which the Minister for Transport has been conferred a permanent licence to use the land for public transport and ancillary purposes.

Currently, section 20B of the CPMPT Act confers a permanent licence on the Minister for Transport to use certain land for public transport and ancillary purposes. Following the completion of the Sydney CBD and South East Light Rail (CSELR) Project and the new Tramway Oval bus loop, the location of the area subject to the licence has changed.

The Bill updates the licensed area to accurately reflect the land used for public transport (bus and light rail), post completion of the CSELR Project.

**Objectives: What is the policy's objective couched in terms of the public interest?**

The revised licensed area accurately reflects the land used for bus and light rail operations, and a public transport corridor. A licence over this land is required by the Minister for Transport for public transport and ancillary purposes to meet the transport needs of the general public. The CSELR Project runs from Circular Quay to Central Station with connections to Moore Park, providing vital transport infrastructure to the people and communities of NSW.

The Bill demonstrates that land use and infrastructure planning must be aligned to deliver effective planning.

**Options: What alternative policies and mechanisms were considered in advance of the Bill?**

An agreement was considered without a legislative amendment to the CPMPT Act to set out the terms and conditions for the licensed area between Transport for NSW (TfNSW) and the Centennial Park and Moore Park Trust (CPMPT).

However, given the CPMPT Act already lists some land as licensed to the Minister for Transport, a legislative amendment was identified as the best option to clearly list all the land subject to the licence. This option removes uncertainty by accurately reflecting all the land ascribed to the licence and protecting it in statute law. The licence agreement, once executed, will support the statutory licence by setting out the terms and conditions of the licence in more detail.

**Analysis: What were the pros/cons and benefits/costs of each option considered?**

Given the CPMPT Act already lists some land as subject to a licence conferred on the Minister for Transport, amending the CPMPT Act to list all the land is beneficial to remove uncertainty and protect the licensed area under statute law. Without the legislative amendment, the CPMPT Act would not accurately reflect the licensed area and the licence agreement, once executed, would not be enhanced through legislative protection. There is no financial impact as a result of the Bill.

**Pathway: What are the timetable and steps for the policy's rollout and who will administer it?**

Once the Bill passes, an agreement will be executed to set out the terms and conditions in relation to the licensed area between TfNSW and the CPMPT. The Bill will commence on proclamation after the licence agreement is executed. The proclamation will be prepared by the Parliamentary Counsel and the Department of Planning and Environment (DPE) for the approval of the Governor-in-Executive-Council.

**Consultation: Were the views of affected stakeholders sought and considered in making the policy?**

Extensive consultation and stakeholder engagement was undertaken as part of the development and delivery of the CSELR Project in relation to the CSELR Project route. The Bill is seeking to document the amended areas, which are used for public transport and ancillary purposes following completion of the CSELR Project.

TfNSW has engaged with the CPMPT (as part of the DPE network) in relation to the Bill, and led communications with NSW Land Registry Services. TfNSW provided NSW Land Registry Services with the details of the proposed land revision via lodgement of the designated plans.