



NSW Government response

Committee on Transport and Infrastructure

Inquiry into the Sydney Metro West project

July 2024

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NSW Government response to recommendations

1.1 Recommendation 1

That the NSW Government strongly consider adding additional stations between Parramatta and Sydney Olympic Park.

1.1.1 NSW Government response

Supported

The Sydney Metro West line will double rail capacity between Greater Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply, transforming Sydney for generations to come.

On 7 December 2023, the NSW Government announced Sydney Metro would prepare scoping studies for up to two potential station locations west of Sydney Olympic Park. This decision is consistent with the Independent Sydney Metro Review and supports the NSW Government's priorities to lift housing supply. The scoping studies work is ongoing.

The NSW Government is considering an unsolicited proposal from the Australian Turf Club (ATC) to redevelop its Rosehill Gardens Racecourse into a mixed-use precinct including up to 25,000 dwellings and a new Sydney Metro West station.

The potential inclusion of up to two metro stations will be subject to the NSW Government's future consideration of Sydney Metro's finalised scoping studies and the ATC proposal that is being considered under the NSW Government's separate Unsolicited Proposal process.

1.2 Recommendation 2

That the NSW Government consider developing a business case on the efficacy of amending the route alignment to support housing uplift between Parramatta and Sydney Olympic Park.

1.1.2 NSW Government response

Not Supported

The NSW Government is committed to the current Sydney Metro West alignment and, as announced on 7 December 2023, Sydney Metro is preparing scoping studies for up to two potential stations west of Sydney Olympic Park, along the existing planned route, which could support a significant increase in housing.

The potential inclusion of a station at Rosehill Gardens will also be subject to the NSW Government's separate Unsolicited Proposal process for the ATC proposal.

1.3 Recommendation 3

That the NSW Government consider adding an additional station between Five Dock and The Bays.

1.1.3 NSW Government response

Not supported

Sydney Metro West has been engaging with the community, stakeholders and industry since 2017. Feedback gathered has helped to shape the project, including station locations. Several station location options between Five Dock and The Bays were considered as part of early planning to refine the project, however, were not progressed as part of the project concept announced in 2019.

Sydney Metro West is being delivered as part of three separate tunnelling packages. The Central Tunnelling Package (CTP) contract was awarded in July 2021 and includes 11 kilometres of twin metro rail tunnels from The Bays to Sydney Olympic Park, and excavation and civil works for five new stations at The Bays, Five Dock, Burwood North, North Strathfield and Sydney Olympic Park.

On 30 November 2023, the CTP tunnel boring machines (TBMs), which had started from The Bays, broke through into the Five Dock Station cavern and are currently continuing on their pre-programmed path to Sydney Olympic Park. As the tunnelling on the section between The Bays and Five Dock has been completed, a change in alignment or construction of any additional station within this section will result in prohibitive costs and time delays to the overall Sydney Metro West project.

1.4 Recommendation 4

That the NSW Government consider the value of amending the route alignment to add an eastern extension to the Sydney Metro West project.

1.1.4 NSW Government response

Noted

The NSW Government announced on 7 December 2023 that it does not support an eastern extension of the Sydney Metro West at this time.

Sydney Metro West is being designed to safeguard a potential extension to the east beyond the Sydney CBD. The stub tunnel alignment at the end of the turnback at Hunter Street Station has been designed with consideration of criteria that would enable an eastern extension of the line in the future, including horizontal curves and vertical grades, geology, and the need to avoid underground structures.

1.5 Recommendation 5

That the NSW Government ensure urban master plans are completed and support appropriate housing and economic uplift along the Sydney Metro West corridor.

1.1.5 NSW Government response

Supported in principle

The NSW Government is committed to addressing the housing crisis and is delivering significant planning reforms to deliver well-located homes close to major new public transport infrastructure such as the Sydney Metro West project.

For example, under the Transport Oriented Development (TOD) Accelerated Precincts program the Bays West precinct, located along the Sydney Metro West alignment, is one of eight precincts that will be master planned and subject to a state-led rezoning within 1,200m of priority transport hubs. To ensure higher density development in Accelerated Precincts produces high quality liveability and amenity outcomes, the Government has allocated \$520 million for community infrastructure, such as critical road upgrades, active transport links and good quality public open spaces to support delivery of state-led master planning.

Additionally, the North Strathfield metro station along the Sydney Metro West alignment is part of the TOD State Environment Planning Policy (SEPP). The SEPP will amend planning controls to enable more residential buildings within a 400m distance of North Strathfield metro station by October 2024.

Residential development within and around Sydney Metro West station precincts is subject to the planning approvals and instruments of various authorities in the localities. For example, the Sydney Olympic Park Authority's Sydney Olympic Park Master Plan 2050, the Cumberland Council's Westmead South Draft Master Plan and the Burwood Council's Burwood North Precinct Master Plan which provides opportunities for feedback from the local communities.

A station precinct approach to planning and delivering more housing and economic uplift means that new homes and jobs are well-located within walking distance of new public transport infrastructure. This enables the principles set out in the Future Transport Strategy and the Greater Sydney Region Plan.

1.6 Recommendation 6

That the NSW Government consider establishing a single authority for the management of the Sydney Metro West project.

1.1.6 NSW Government response

Not supported

Sydney Metro's statutory objectives and legislative mandate to undertake necessary functions in service delivery are established under section 38A of the Transport Administration Act 1988. The Agency was established in 2018 to have end-to-end accountability for delivering a 'world-class' metro through project development, delivery, and operations in addition to its mandate as a placemaker within Metro precincts, responsible for planning, development and urban amenity integration.

To deliver optimised place outcomes, Sydney Metro continues to collaborate closely with government stakeholders to support strategic assessments and place strategies for stations along the Sydney Metro West, consistent with the Government's priorities.

The Department of Planning, Housing and Infrastructure (DPHI) and the Minister for Planning are responsible for the orderly planning and development of land under the *Environmental Planning and Assessment Act 1979* (the EP&A Act). Functions in the EP&A Act provide for strategic planning as well as assessment and regulation of land. DPHI collaborates with a range of stakeholders including Sydney Metro, Placemaking NSW and councils in the planning and delivery of new communities, homes, workspaces, public spaces and other infrastructure to meet the current and future needs of NSW communities.