

Submission

No 8

## **INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS**

**Organisation:** Liverpool City Council

**Name:** Mr Farooq Portelli

**Position:** General Manager

**Date Received:** 14/02/2012



**Liverpool**city council  
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Our Ref: 217782.2011  
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10 February 2012

The Chair  
Mr Charles Casuscelli MP  
Committee on Transport and Infrastructure  
Parliament House  
Macquarie Street  
**SYDNEY NSW 2000**

Dear Mr Casucelli MP

**Re: Inquiry into utilisation of rail corridors**

I write in response to your letter dated 30 November 2011, sent to Mayor Waller in relation to utilisation of rail land and railway airspace for development. I have been asked to respond on her behalf.

Council appreciates the opportunity to comment on the terms of reference.

Council would encourage greater development along and over the railway line to provide better connectivity links and economic growth opportunities for Liverpool City Centre.

- *Providing opportunities for mixed use property development*

The State Government (RailCorp) currently owns a large landholding within the Liverpool City Centre which includes the railway station, bus interchange, taxi rank, kiss and ride, and various parcels of vacant land with one considerable vacant parcel on Bigge Street between the Station and the new TAFE building. The site and the air space over much of this land provide an opportunity for a significant development on an existing transport hub. It also has the potential to act as a catalyst for the revitalising of the Southern Liverpool City Centre, and a possible link between the Liverpool City Centre and the Georges River foreshore.

Council would be interested in working with the State Government to explore the possible options for development on this site which, by virtue of its single ownership and size, could include a mixed commercial/residential development or office space for a State Government department.

It is recognised that the requirements to build over the rail corridor are very stringent but it is considered that with sufficient design measures these can be achieved. If the Committee is interested in pursuing development over the rail corridor, a full risk assessment would stipulate appropriate mitigation strategies.

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- *Facilitating sustainable urban renewal and development*

Increased connectivity to the Georges River Parklands could also facilitate further urban renewal in older areas of Liverpool and Casula. Access to high and the strategic bus corridor from Liverpool to Campbelltown may also result in a reflection in the use of the private vehicle for short trips.

- *Connectivity of communities on either side of railway lines*

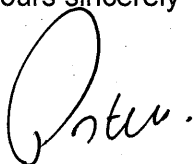
The railway line acts as a major connectivity barrier between Liverpool, its eastern suburbs and the large parklands located adjacent to the river. There are five crossings of the railway line within the entire LGA which concentrates traffic and reduces pedestrian access to the Georges River Parklands. Council would like to provide for additional connections across into the Georges River.. However the development of surplus land owned by RailCorp adjacent to the railway corridor has to date been difficult to undertake and generally requires protracted negotiations.

*1. Regulatory and policy barriers to implementing rail corridor projects*

At present for Liverpool City Council the biggest barrier to implementing a partnership regarding the land adjacent to the rail corridor is the reluctance of RailCorp to review the operational nature of the land, and whether it is surplus to needs. A complete inventory of RailCorp land should be undertaken which identifies land surplus to needs or access requirements that could be developed.

Should you require any further information on this matter, please do not hesitate to contact my office on 9821 9221.

Yours sincerely



**Farooq Portelli**  
General Manager

cc Mayor Waller