

Mr Ryan Park, MP  
Member for Keira  
247 Princes Highway  
CORRIMAL NSW 2518

COPY

Dear Mr Park,

### **SOUTH WEST SYDNEY LAND RELEASE**

The news that the NSW Government is about to proceed with a land release for 100,000 people in the Wilton to Macarthur corridor raises the question of whether consideration will be given to reserving a corridor for a new High Speed Railway, and/or an upgrading of the existing rail line to Medium Speed standards.

In 1991, the Hon W C Wentworth proposed a new line to be constructed by leaving the main line south of Menangle to cross the Hume Highway (completed in 1980), and then proceed east of the Freeway to cross the Nepean River east of Douglas Park. The new line would then cross under the Wilton road east of the interchange of this road with the Hume Highway on the alignment of the Maldon - Port Kembla Railway. This was subsequently examined by the NSW Department of Transport, and appears in later reports, including a 2001 Australian Rail Track Corporation (ARTC) Track Audit.

The Wentworth Route, leaving east of the Wilton Road Hume Highway interchange would then cross the Cordeaux River and proceed east of the Hume Highway to meet the present Main South Line just south of Yanderra. The combined 25 km Wentworth Route would allow freight and passenger trains to bypass a 40 km section with excessive tight radius curvature, and offer not only appreciable time savings but also fuel savings. The cost in 2001 for this 25 km deviation was about \$218 million.

The Wentworth Route could also tie in with completion of a Maldon - Port Kembla Railway. A detailed account of this combined option appears in the 2007 House of Representatives Standing Committee on Transport and Regional Services report *The Great Freight Task: Is Australia's transport network up to the challenge?*

Further information may be found in a paper by Mitchell M Martin S and Laird P *Medium Speed Rail: Bringing Australian High Speed Rail closer* Railway Digest August 2014 p 30-33 and also the 2014 Conference on Railway Excellence, Adelaide.

**RECEIVED**

24 SEP 2015

RYAN PARK MP

The need to address reservation of rail corridors for high speed rail has been addressed in High Speed Rail studies as follows:

\* *High Speed Rail: Strategic information for the Australian context* (2010 at <http://www.railcrc.net.au>

\* Department of Infrastructure and Transport (2011) High Speed Rail study Phase 1 and (2013) Phase II by AECOM et al [www.infrastructure.gov.au](http://www.infrastructure.gov.au) AND, the High Speed Rail Advisory Group (2013) Implementing High Speed Rail in Australia.

It is also of note that both Queensland and Victoria have made progress in reserving land corridors for future rail development.

As noted in the report released this month of the Inland Rail Implementation Group (see [www.infrastructure.gov.au](http://www.infrastructure.gov.au)) on page 3 "As a result of separate but related studies and community consultation dating back to 1996, the Queensland Government protected a new Gowrie to Grandchester rail corridor in 2003, able to provide both freight and passenger services with provision for a 6 km tunnel through the Toowoomba range.

Queensland has also protected rail corridors from north of Caboolture to Nambour, and to Coolangatta Airport in the Gold Coast (including a small part in NSW). As noted in 2005 by the then Queensland Transport Minister, Hon Paul Lucas MP, there is a need to "*...reserve rail corridor land before it becomes a costly issue.*"

At a T- Log conference held 2010 at Kyushu University in Japan VicRoads Planning Manager Mr Clive Mottram presented a paper "An Alternative Approach to Transport Corridor Planning in Melbourne, Australia." The paper notes in part.

"The ability to construct new transportation corridors around urban areas without major social and economic disruption and without going to much greater cost to construct tunnels or viaducts often requires transportation corridor planning to be undertaken many years before construction. With a projected continuing rapid population growth and continued economic development, the need to plan for new population growth areas and for new intermodal freight terminals on Melbourne's outskirts, together with the need to plan major new transport corridors to serve these areas has become quite urgent. This paper describes the planning process which was adopted to locate a major new road and rail corridor, the Outer Metropolitan Ring/E6 Transport Corridor."

Could you please make representations on this important issue of rail corridors to both the Minister for Transport, the Hon Andrew Constance MP and the Minister for Planning, the Hon Rob Stokes MP.

Yours sincerely,

