

Rosehill should become Sydney's main high speed rail station

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NSW Premier Minns' decision to proceed with Sydney Metro West and to add a station at Camellia's Rosehill Racecourse has been well-received, as it will help provide opportunities for more housing in areas close to good public transport in Sydney, both at Rosehill and at other metro stations on the line.

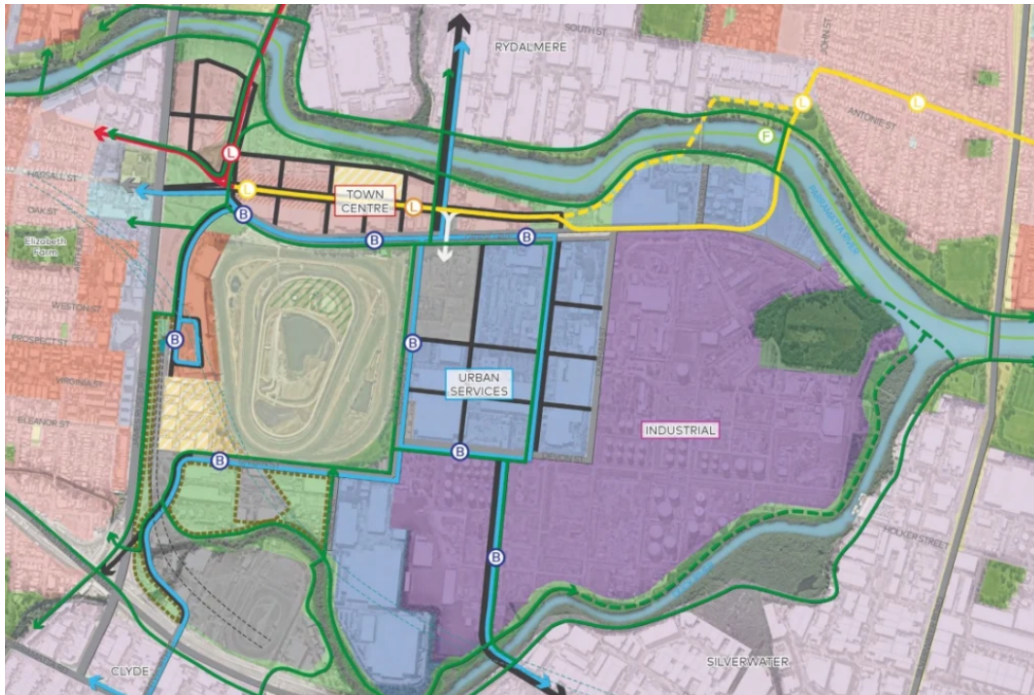


Figure 1 Camellia Precinct master plan (Source: NSW Department of Planning and Environment)

Importantly, it also provides an ideal opportunity for co-locating Sydney's future High-Speed Rail station at Rosehill. This would be a major game-changer for Sydney, regional NSW and beyond.

An HSR/Sydney Metro interchange at Rosehill makes a lot of sense for many reasons. Firstly, Rosehill is more centrally located within the metropolitan region than Central Station, which had been proposed in the Commonwealth Government's 2013 *High Speed Rail Study Phase 2 Report*. Passengers using the future High-Speed Rail could easily access both Parramatta (3 minutes to the west) and Sydney's CBD (18 minutes to the East) using the Metro West high-frequency services, which are likely to run every few minutes.

Secondly, locating the future HSR station at Rosehill opens up a fast new north-south HSR line through Sydney, with many benefits compared to the earlier proposed route (see map). In particular:

- It is much shorter, and requires significantly less tunnelling, saving billions of dollars.
- It enables a surface crossing of the Parramatta River.

- It would also save travel time for passengers travelling through Sydney on the HSR, for example from Canberra to Coffs Harbour, or Newcastle to Wagga Wagga.

Thirdly, a Rosehill Sydney Metro / HSR interchange would provide real substance to Parramatta's ambition of becoming Sydney's second CBD. NSW Premier Chris Minns estimated that the Rosehill Metro station would support 25,000 new homes and create a mini-city one stop away from the Parramatta CBD. The addition of a HSR station at Rosehill would supercharge Parramatta's CBD, creating a single conurbation from Camellia to CommBank Stadium and lifting new residential development well above that created by a Metro.

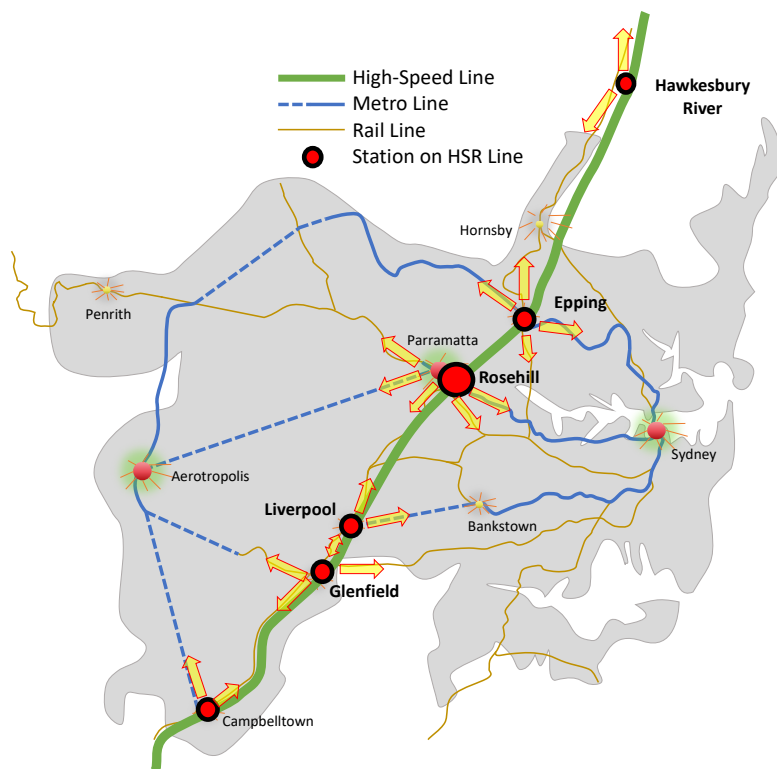


Figure 2 proposed High Speed Rail alignment through Rosehill

Finally, the new north-south alignment for HSR would also radically improve travel within the Sydney Region, since it could accommodate both long-distance high-speed trains and fast suburban and commuter trains as well. A fast north-south route through Sydney will complement the new east-west metro lines being built in Sydney as well as existing east-west heavy rail lines, speeding up rail travel between many more origins and destinations via convenient interchanges. This will help shift travel onto more sustainable public transport, reduce road congestion and help the restructuring underway of Sydney as a multi-centred city, by supporting centres such as Epping and Liverpool as well as Parramatta.

The Rosehill racecourse site also has ample space for a high-quality HSR station that could be developed into an integrated public transport interchange that will future-proof connectivity across the whole of Sydney. Previous master plans for the Camella Precinct have proposed development of a town centre to the north of the Racecourse and urban services to the east and south.

With the addition of Rosehill Racecourse land, the NSW Government would have a site with sufficient size and scale to integrate bus, Parramatta light rail, Rosehill Metro and HSR services into a single, strategically located interchange. The synergy created by this unique location will create the commercial and residential uplift needed to fund site acquisition, flood and contamination remediation, and new road and civil infrastructure costs.

Other countries, including Japan, China, France and Spain, have located purpose-built HSR stations close to existing conventional passenger rail stations or in new suburban locations. These stations enable planning and delivery agencies to re-structure urban development, avoid expensive redevelopment of conventional station precincts, and better distribute travel patterns within metro regions. For example, new out-of-centre HSR stations have been built in cities such as Osaka, Beijing, Madrid and Shanghai.



Figure 3 - Shin Osaka, dedicated HSR station located 3 km from Osaka's conventional railway station, created a new urban centre close to the city's traditional transport hub serving local and suburban rail passengers.



Figure 4 - Beijing South HSR station highlights the importance of HSR in China, which now has 40,000 km of HSR lines.



Figure 5 - Madrid's Charmartin HSR Station serves northern HSR lines and is being connected to Atocha Main Rail station via a new rail tunnel.

It is vital that both the NSW and Federal Governments take advantage of the Rosehill opportunity both for Metro West and the immediate housing needs of Sydney, and for the HSR and the longer term decentralisation benefits it can bring. This is truly a game -changing opportunity.

The immediate priorities should include:

- Finalising and protecting the north-south HSR corridor
- Designing a future HSR station at Rosehill with seamless interchange to Metro West and Parramatta Light Rail
- Taking advantage of these opportunities to factor in appropriate future development at Rosehill as well as at other locations such as Epping, Liverpool and Glenfield.
- Identifying and protecting the best location for the necessary stabling facilities for high-speed trains.