PROPERTY COUNCIL OF AUSTRALIA

NSW BUDGET PRIORITIES

AUGUST 2023

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INTRODUCTION

The NSW economy continues to remain one of the most resilient in the nation. Despite significant economic and fiscal headwinds, an escalating interest rate environment and mounting cost of living pressures, our economy has proved robust.

While the NSW Government has rightly identified fiscal repair as a key focus over the next term of Parliament, it would be wrong to simply withdraw public investment from the economy and critical infrastructure projects that have underpinned years of growth.

Pragmatic and responsible fiscal leadership is required to guide NSW through this uncertain landscape while setting the state on a path to greater budget stability.

The Property Council has identified a series of well-targeted funding initiatives that aim to maximise the government's return on investment in the economy and its people under the following key themes:

1. Planning for the future
2. Making NSW an investment destination
3. Driving sustainability across the built form, and
4. Unlocking our regions

Our submission recommends measures which will maintain and grow a balanced housing supply pipeline, reform our tax and infrastructure charges to attract investment in the built environment, drive decarbonisation outcomes and unlock the economic potential of our regions.

We look forward to working with the NSW Government to implement these critical measures and deliver long-term benefits for the state.

RECOMMENDATIONS

Planning for the future

- ✓ Introduce a Transport Oriented Development State Environment Planning Policy
- ✓ Extend funding for expedited processing of major developments and rezoning applications to support delivery of critical projects
- ✓ Refine the SSDA pathway for private developments which deliver affordable housing
- ✓ Create a Housing Incentive Fund to reward local councils for housing completion
- ✓ Switch to a model of "minimum housing targets" and strengthen the commitment to deliver on additional supply through a red card model

Making NSW an investment destination

- ✓ Deliver sustainable and efficient tax reform
- ✓ Work with industry to assess and reduce the cost base for residential development in NSW
- ✓ Deliver infrastructure contributions reform
- ✓ Establish a CBD recovery and revitalisation industry partnership
- ✓ Invest in infrastructure to achieve a long-term pipeline of industrial land supply in Sydney
- ✓ Support delivery of employment land supply

Driving sustainability across the built form

- ✓ Set a long-term strategy for zero-carbon-ready buildings
- ✓ Commit to achieving zero-carbon-ready new and existing government owned and leased buildings by 2030
- ✓ Commit to achieving zero-carbon-ready new and existing government owned and leased buildings by 2030
- ✓ Accelerate the shift to high performance buildings with targeted incentives and innovative financing

Unlocking our regions

- ✓ Unlock housing and industrial land supply in the Hunter region
- ✓ Expand funding for Hunter Park and Broadmeadow urban renewal precinct
- ✓ Deliver an infill agenda for the Central River City
- ✓ Redeploy Bradfield resources to support other development needs in Western Sydney
- ✓ Support the economic expansion of the Illawarra and Shoalhaven region

PLANNING FOR THE FUTURE

Introduce a Transport Oriented Development State Environment Planning Policy

Applying the principles of Transit Oriented Development (TOD) to future development in Greater Sydney will be critical to alleviating the housing crisis and supporting the delivery of homes in line with the NSW Government's commitments under the National Housing Accord.

The planning instruments which currently apply to transport sites and surrounding landholdings have historically not realised the full potential of investment in catalytic transport infrastructure or produced the high-density outcomes and associated precinct renewal desired in the Government's vision for Greater Sydney.

The Property Council recommends that the NSW Government creates a new state environmental planning policy (SEPP) to support expansion of sustainable development around key transport hubs, including Sydney Metro, existing heavy and light rail stations, and rapid bus interchanges.

To support this, the NSW Government should also set housing targets for designated transport precincts to take pressure out of the greenfield development market and rebalance population growth by making the most of established infill sites.

These targets should form part of the Greater Cities Commission's Six Cities Region Plan and accompanying City Plans and inform the development of a broader transport precinct development pipeline. This pipeline should include future transport hubs around new Sydney Metro stations currently in the planning phase.

A TOD SEPP could provide the tailored state-led statutory planning controls the NSW Government needs to realise its vision for Greater Sydney. It can also be implemented very quickly compared to the typical rezoning process. A SEPP of this kind could be applied to an area/site/precinct that the meets the criteria for state planning significance due to the presence of a transport hub, corridor, or other enabling network asset.

The SEPP would allow a transport site to be rezoned with new planning controls applied. This could include controls for landholdings around the transport site or corridor that provide critical support to realising a broader precinct vision.

Critically, the Minister can detail the relevant planning controls in the SEPP, which override existing provisions in environmental planning instruments, such as Local Environmental Plans (LEPs). This would allow the TOD SEPP to prevail in the event of any inconsistency with another environmental planning instrument – ensuring it cannot be repealed.

The SEPP should also ensure certain approvals from state agencies under other legislation are not required. As the assessing authority, the Department would consult with state agencies through referrals and engage with the relevant Council during the assessment phase, as is currently the case with State Significant Development.

Extend funding for expedited processing of major developments and rezoning applications to support delivery of critical projects

In late 2022, the NSW Department of Planning and Environment launched the Rezoning Pathways Program to deliver strategically important rezonings and support a long-term pipeline of housing supply across the state. This program was anticipated to support rezoning for 70,000 homes.

The Property Council is calling on the NSW Government to extend funding for State-led rezonings and State-assessed planning proposals (SAPP) under the Rezoning Pathways Program. In addition, the NSW Government should establish a more robust triaging process for applications under the program to advise of early non-compliance and re-examine the eligibility criteria, including the infrastructure capacity requirements and minimum housing requirements, set under the program to ensure that projects of clear merit are not rejected.

To complement this state-led approach, the NSW Government should establish benchmark timeframes for council-led rezoning, in consultation with industry and councils. Rezoning timeframes should be benchmarked against cross-jurisdictional best practice, with the Department able to step-in as the rezoning authority or mandate automatic referral to the Planning Delivery Unit where those timeframes are breached.

In line with these measures, the NSW Government should resource councils sufficiently to ensure they have capacity to meet these new benchmarks, expanding long-term funding for staffing programs such as the 'Strong Start Cadetship' and 'Regional Flying Squad' initiatives.

Refine the SSDA pathway for private developments which deliver affordable housing

The Property Council welcomed the new expedited planning pathway for projects which deliver affordable housing, alongside increased height and floorspace bonuses. This new planning measure has the potential to unlock a significant pipeline of housing across the state, however the current policy provisions, if not changed, will not deliver on their admirable objectives.

Preliminary analysis by our members suggests that many otherwise applicable sites that would be prime candidates for this program will be ruled out if no DCP override mechanism is in place – as was the original intention of the policy.

NSW Department of Planning and Environment should institute override mechanisms to ensure conflicts with other local development controls do not limit the full realisation of benefits under the program. This mechanism already exists with the planning system. Clause 2.10 of the Planning Systems SEPP states that DCPs do not apply to SSD. Given the critical need to deliver affordable housing, the Housing SEPP should 'switch off' the requirement for DCPs to apply to proposals that qualify as SSD.

Realistically, the impact on local amenity from the bonuses could be sufficiently dealt with through addressing the SEARs, as well as the matter for consideration in the evaluation of a DA under Section 4.15(b). In addition to the above, the Department should also seek to set aside overly restrictive LEP provisions that would normally sit within a council's DCP. This is currently the case for Canada Bay, Parramatta, and City of Sydney Councils, where controls such as building separation, podium heights, maximum parking rates etc. inappropriately sit within the LEP. These statutory controls should not be used to refuse affordable housing SSDAs.

In keeping with existing provisions under the Housing SEPP, we understand affordable housing within private developments require the housing to be retained and managed by registered community housing providers (CHPs) for a minimum 15 years. This approach risks precluding the emergence of new providers in the affordable housing market. As is the case in other state jurisdictions, the Property Council recommends the Department create a carve out from the CHP mandate for BTR developments to deepen the pool of Affordable Rental Housing providers in the market and encourage more contestability in the efficient delivery of affordable housing in NSW.

Create a Housing Incentive Fund to reward local councils for housing completion

The NSW Government should establish a Housing Incentive Fund to reward local councils that meet their housing targets. Under this program, local councils who meet housing completion targets will be able to access an incentive-style payment over and above normal funding arrangements with the NSW Government. Incentive payments should be aligned to housing targets set out under the GCC's timeframes.

The design of an incentive-based program would need to include an assessment of appropriate conditions, the size of payments, alongside the suitable schedule of payments to local councils. The NSW Government should seek a co-contribution from the Federal Government to ensure sufficient funding scale is achieved through the program and the incentive-style payment available to councils becomes an adequate motivator.

An incentive regime would have the added benefit of igniting a ‘competitive localism’ between councils by increasing the flow of funding to infrastructure and related projects within a given LGA. This fund would be separate but complementary to existing programs already initiated by the NSW Government to support housing supply, including the Accelerated Infrastructure Fund, the Housing Acceleration Fund, and the Regional Housing Strategic Planning Fund.

A successful incentive-based program would need to be efficiently administered, equally accessed, and supported by transparent monitoring and reporting arrangements that provides the NSW and Federal Governments with certainty that the program is meeting its intended outcome – accelerating housing supply.

Switch to a model of “minimum housing targets” and strengthen the commitment to deliver on additional supply through a red card model

While many local councils are working tirelessly to deliver on their housing targets, particularly in the Hunter, Illawarra and Western Sydney, more needs to be done to ensure all councils are delivering their fair share of additional housing supply. Housing targets agreed to as part of state metropolitan/regional plans need to be delivered as part of a minimum standard expected for local councils. Sometimes there are legitimate reasons for under delivery on targets, but every year of anaemic housing growth works to compound a city’s housing affordability crisis.

Over the past decade policymakers have been reluctant to intervene in cases where delivery of additional housing has been insufficient. There are a range of “step in” options available to government, including the creation of State Environment and Planning Policies, which can be applied to individual councils or precincts on a case-by-case basis. Under a red-card model, the next government should identify underperforming councils, and underperforming precincts, and use the existing tools available in the planning system to realise delivery.

MAKING NSW AN INVESTMENT DESTINATION

Deliver sustainable and efficient tax reform

The NSW Government should work with the property industry to structure and deliver an equitable, sustainable and efficient tax system that considers the following:

- The overreliance of the New South Wales state budget on property taxes and possible alternatives that would provide a more balanced spread of taxation across the economy
- The efficiency or otherwise of the current property tax system, including but not limited to stamp duty, land tax, foreign duty surcharges and other transaction taxes
- The correlation between property taxation and levies and their impact on housing supply and affordability, investment confidence and economic output
- The competitiveness domestically and globally of our tax and investment settings
- The impact foreign investor surcharges have on residential and commercial property investment
- Future options for land tax reform, and
- The need for integration of charges and levies within the property industry, including but not limited to, infrastructure contributions, open space levies and voluntary agreements to provide social and affordable housing, and their cumulative impact on housing affordability.

Work with industry to assess and reduce the cost base for residential development in NSW

The development industry is facing significant cost pressure to deliver a robust housing pipeline for the future. An escalating interest rate environment, increases in material and labour supply chain costs, regulatory reform burdens, alongside a swathe of state and local infrastructure charges and levies threaten to undermine the state's capacity to meet our National Housing Accord commitments.

In 2018, the Property Council commissioned ACIL Allen Consulting to assess the impact of property taxes and charges on new housing development. This estimated that taxes and charges represent around 26 per cent of the cost of acquiring a new house in Sydney, and 22 per cent of a new apartment. Taxes and charges on the property sector have only increased since this report was commissioned.

The Property Council is calling on the NSW Government to work with the property industry to assess and reduce the growing cost base for development in the state to ensure it can deliver on the future housing needs of the state.

Deliver infrastructure contributions reform

In 2020, the NSW Productivity Commission released its Final Report of the Review of Infrastructure Contributions in New South Wales.

The Review found the current infrastructure contributions system was not supporting efficient and timely delivery of infrastructure to support development. Critically, the Commission noted piecemeal changes to infrastructure contribution schemes over many years have resulted in a complex system with higher costs, less certainty, and poor transparency.

The Review made 29 recommendations, underpinned by a set of principles, setting out where infrastructure costs should be recovered from developers or landowners and where governments should rely on other sources of funding. The Productivity Commission's changes were designed to fix the state's broken infrastructure contributions system, facilitating streamlined development processes, and enhancing access to housing for individuals and families. Combined, these reforms to state and local contribution schemes were set to offer a $12 billion net benefit to the economy over 20 years.

Our infrastructure contributions framework still deserves the certainty, simplicity, efficiency, transparency, and consistency that the NSW Productivity Commissions reforms originally sought to deliver. Indeed, we need to ensure the contributions system in NSW is competitive with respect to other jurisdictions and does not operate as a handbrake on the state's growth.

Unfortunately, three years on from that review, we're returned to a piecemeal and haphazard approach to reform which risks saddling industry with a wave of new costs without delivering the $12 billion in benefits promised under the full package of changes. According to our own analysis of the infrastructure contributions reform progress to date, only eight recommendations have been delivered or partially delivered, 12 have yet to be delivered and the status of nine is still unknown to industry.

Without a commitment from government to progress all the state and local contributions reforms as originally recommended by the NSW Productivity Commission we risk deepening the housing crisis and driving investment out of NSW.

The Property Council is calling on the NSW Government to provide clarity on future infrastructure contributions reform pathway and commit funding to progress all 29 recommendations from the Productivity Commission's review.

Establish a CBD recovery and revitalisation industry partnership

The impact on our CBDs as a result of the pandemic has been felt across all businesses and industries that operate within or rely on the CBD economy and workforce. Across hospitality, retail, service industry and private business, the slow-down of the CBD has impacted the economic vibrancy and productivity of the CBD. The latest Office Market Report shows office vacancy rates at 11.5 per cent, signalling there is still work to be done to encourage return of workers to our CBD, and the flow on economic impacts for our CBD.

In Adelaide, the establishment of the Capital City Committee under the City of Adelaide Act (1988) was Chaired by then-Premier Steven Marshall and included state government Ministerial representation from the Minister for Transport, Infrastructure, Local Government and Planning, and the State Member for the seat of Adelaide. Representatives from the Local Government included the Lord Mayor, Deputy Lord Mayor and a Councillor.

The NSW Government should establish a CBD recovery and revitalisation industry partnership group in collaboration with the City of Sydney, the Property Council, and other peak bodies to advise Government on the practical steps to continue the ongoing renewal of the CBD. This working group should be supported by proactive government policy that provides further stimulus, removes red tape, and is geared at increasing Sydney's attractiveness to new jobs and future investment. In line with this CBD activation approach, the NSW Government should support a return to the office for public service employees under new flexible working arrangements. This can be achieved by setting a clear target date for office return and mandating greater reporting of office occupancy within government departments and agencies.

Invest in infrastructure to achieve a long-term pipeline of industrial land supply in Sydney

With industrial vacancy rates for critical categories at 0.2 per cent, Sydney's chronic shortage of employment lands is constricting the performance and productive operation of the city's freight and logistics network. This comes at a time when development at the state's two premier industrial precincts is stalled due to high-cost developer contributions at Mamre Road and a lack of investment in road infrastructure at the Aerotropolis.

The need for industrial land is likely to grow further as pre-existing trends toward e-commerce and supply chain resilience take hold. This demand presents an opportunity to provide local jobs to the region and meaningfully address areas of economic disadvantage. The Property Council is calling on the NSW Government to invest in priority infrastructure to secure a long-term supply of industrial land. This in turn will generate greater investment in Sydney and help address the high vacancy rate which is now exceeding $200 a square metre.

DRIVING SUSTAINABILITY ACROSS THE BUILT FORM

Set a long-term strategy for zero-carbon-ready buildings

The NSW Government should establish nationally harmonised, long-term zero-carbon-ready building strategy with staged interim, science-based targets that support Australia's obligations under the Paris Agreement and the state's own emissions targets. The Trajectory for Low Energy Buildings presents a ready-made framework that should be leveraged to deliver a long-term decarbonisation strategy for buildings. The NSW Government should collaborate with the Federal Government to extend the Trajectory out to 2050. The Trajectory should be equipped with measurable interim targets, scheduled increases to performance standards.

In addition, the state's long-term zero-carbon-ready building strategy should be incorporated within NSW's Climate Change Strategy and contain clear responsibilities at the ministerial level, coordination with other levels of government and public reporting requirements. The NSW Government should complement this approach by setting clearly defined sectoral strategies to support achievement of its targets.

Commit to achieving zero-carbon-ready new and existing government owned and leased buildings by 2030

The NSW Government should commit to a trajectory of performance improvements for all government owned and leased properties over time, with the aim of achieving zero-carbon-ready new and existing buildings by 2030. This should cover all asset types, including social housing, office buildings, schools, hospitals and industrial facilities. Measures could include strong minimum standards for new buildings and fit-outs, targets for energy efficiency and requirements around electrification and renewable energy, and offsite renewable energy and offsets. The benefits of NABERS energy ratings should be augmented with a holistic building rating through Green Star, and mechanisms to improve compliance and implementation should be introduced or enhanced.

Establish a co-funded scheme to drive all-electric home retrofits

The NSW Government should establish a co-funded scheme with support from the Federal Government to drive all-electric retrofitting across existing homes. Priority should also be given to low performing assets in the social and community housing sector, which could act as the launching market for an all-electric retrofit program and help build capacity within the retrofit industry. The scheme should also consider the opportunity to improve the energy efficiency of social and community housing assets.

Accelerate the shift to high performance buildings with targeted incentives and innovative financing

The NSW Government should deliver financial and planning incentives that encourage the built environment towards better sustainability practice and reduced emissions. Priority should be given to the following initiatives:

- Rates and charges relief for buildings that satisfy a performance standard, for instance stamp duty and land tax concessions for high performing buildings, which target the point at which owners are considering making investments in their home prior to sales.
- Green door policies, which would provide expedited or prioritised review and approval of development applications associated with more sustainable and higher performing buildings.
- Density bonuses, which o-er developers an increase in the permitted density of residential projects in exchange for more sustainable and higher performing buildings.

In addition, the NSW Government should work with the Federal Government, property, and finance sectors to accelerate the expansion of preferential financing mechanisms that incentivise sustainable buildings and upgrades through funding the development of green home finance products, like green mortgages, equity loans and home improvement loans, or incentivising industry to develop innovative ways of reducing the cost of retrofitting housing stock.

UNLOCKING OUR REGIONS

Unlock housing and industrial land supply in the Hunter region

In the Hunter, it is estimated that there are currently 15,000 housing lots and 300 hectares of employment land constrained by regional transport planning. There is a sizeable lack of investment upgrades to the Hunter State Road network. Department of Planning and Environment's Regional and sub-regional plans has identified that such investment is required to meet residential and job population targets.

As part of the Hunter's Strategic Regional Integrated Transport Plan (SRITP), the Property Council is calling on the NSW Government to:

- Align the Hunter SRITP with the priorities and direction of the current and proposed NSW strategic land use and economic plans, i.e., *Hunter Regional Plan 2041* (RP), the *Greater Newcastle Metropolitan Plan 2036* (GNMP) and the *Six Cities Region Plan* and *Lower Hunter City Plan* in development by the Greater Cities Commission
- Define the process for project planning and infrastructure to be included in Transport for NSW's budget and capital works programs to deliver the objectives in the NSW strategic land use and economic plans, including support for growth areas
- Support the Urban Development Program and Place Delivery Group process as a priority and with adequate resourcing
- Define existing corridor study obligations and their timeframes for delivery, and
- Outline the public transport improvements needed to provide access and connectivity region-wide, and how they will be achieved, including light rail and fast rail.

In addition to the above, the NSW Government should establish a $500 million Hunter Enabling Infrastructure Fund to deal with the current infrastructure backlog and unlock housing and employment lands to support the Hunter Region and State's growth trajectory.

Expand funding for Hunter Park and Broadmeadow urban renewal precinct

The area known as Hunter Park (or Hunter Park Sports and Entertainment Precinct) includes over 63ha of NSW Government owned land only 5km west of the Newcastle City Centre. The area has been subject to numerous studies, business cases and master planning exercises for more than 20 years by several different government agencies including Venues NSW and Hunter & Central Coast Development Corporation. In 2017, NSW Government released a Vision for Hunter Sports and Entertainment Precinct for public consultation. While the NSW Government has prepared several business cases since that time, the Government has yet to make a decision, nor share any official concept plans publicly.

In addition to Hunter Park, the wider Broadmeadow urban renewal area has been identified in both the Hunter Regional Plan 2041 and Greater Newcastle Metropolitan Plan 3026 as an important precinct for new homes and jobs. In 2023, the Department of Planning and Environment (DPE) announced Broadmeadow as one of the precincts subject to a State-led rezoning under the Rezone and Build Program that aims to rezone land for 70,000 new homes by June 2024. The target for Broadmeadow is to rezone land by June 2024 for at least 2,000 new homes. A Place Strategy will also be prepared in partnership with City of Newcastle to provide a holistic approach to the renewal of Broadmeadow.

The State Led Rezoning for Broadmeadow can support and strengthen the Hunter Park business case which has yet to be considered by the new NSW Government. Together, DPE and Venues NSW can create a compelling case to the NSW Government to invest in new homes, public transport, new social infrastructure including the proposed new Entertainment Centre, as well as the relocation of the Newcastle Harness Racing track which will benefit both Hunter Park and Broadmeadow.

As such, the Property Council is calling on the NSW Government to:

- Commit to initiate funding key components of the Precinct such as the relocation of the Harness Racing Track, releasing land for housing development where the private sector can partner to increase housing supply.
- Commit to forward estimate funding for future stages of the Precinct so that there is ongoing commitment to its redevelopment into the medium term, and
- Engage, alongside City of Newcastle, with the Property Council during the formative stages of the precinct planning process.

Deliver an infill agenda for the Central River City

Greater Parramatta is on the move. Ambitious jobs and housing targets for Parramatta, Westmead and Sydney Olympic Park create a framework for delivering a 30-minute city – one where people can experience the lifestyle benefits of urban living, shorter commutes and the opportunity to transition across a variety of housing typologies over the course of their life.

This government's vision for Greater Parramatta has an accompanying infrastructure agenda to make this happen. It is critical the NSW Government provide investors with certainty on the delivery of transport infrastructure. In the coming Budget, we encourage the NSW Government to:

- Recommit to the delivery of Sydney Metro West connecting Parramatta, Westmead and Olympic Park with the Sydney CBD
- Confirm a completion date and key project milestones for Parramatta Light Rail Stage Two to Olympic Park providing the enabling transport infrastructure to support growing communities at Melrose Park and Wentworth Point, and
- Continue to support the provision of social and community infrastructure by retaining the commitments to deliver the aquatic centres, libraries, community centres and public domain improvements identified within the WestInvest grants program.

Redeploy Bradfield resources to support employment lands

The Western Parkland City has boundless potential. The coming Nancy Bird-Walton (Western Sydney International) Airport at Badgerys Creek provides the region with its own global economic gateway and positions it well for further investment in the surrounding employment lands of the Western Sydney Aerotropolis.

Currently, precinct masterplans and large-scale development applications are being held-up on account of the state road network not being sufficient to handle the traffic volumes generated by the new development. Industry is prepared to contribute to the upgrade of these roads and the level of this contribution is reflected in the Special Infrastructure Contribution for the Western Sydney Aerotropolis with the components of the road upgrade not tied to future development pressures to be funded through other sources which are yet to be identified.

In order to deliver these employment lands, the NSW Government should consider redirecting existing resources toward the delivery of enabling infrastructure. We encourage the $1 billion allocation toward the Bradfield City Centre to be redeployed toward progressing the delivery of critical state roads identified in the Special Infrastructure Contribution to unlock employment lands across the Mamre Road Precinct and Western Sydney Aerotropolis.

The redeployment of resources away from Bradfield provides opportunity for the existing centres of Penrith and Liverpool, as well as the proposed commercial centre at the Celestino Science Park and within the Western Sydney Airport site itself to take shape, while the employment lands surrounding Bradfield respond to the evolving demands of the marketplace. As growth across the Aerotropolis takes shape, the NSW Government can revisit the future of Bradfield and consider what opportunities exist to develop the site on a more revenue-positive basis.

Support the economic expansion of the Illawarra and Shoalhaven region

The Illawarra Shoalhaven region, with Wollongong as the primary centre, is the third largest regional economy in New South Wales and is the second major trade gateway for Greater Sydney and key to the future growth of the Six Cities Region.

The region is becoming one of the most popular places to live, work and play and with the significant economic potential offered by Port Kembla and its strategic location to the fast-emerging Western Sydney Airport and Aerotropolis, there is much to be gained from targeted government investment. That is why the Property Council is calling on the NSW Government to:

- Fund a Business Case and Master Plan for the Illawarra Sports & Entertainment Precinct
- Deliver long-term improvements and upgrades to Mount Ousley Interchange and Picton Road, which provides a key freight and commuter link between the Port and Greater Sydney, and
- Deliver a detailed network plan and business case for the South West Rail Link and support implementation of the Fast Rail Strategy across the Six Cities Region.