

# Chapter 1

## Introduction



# Contents

<b>1.</b>	<b>Introduction</b>	<b>1.1</b>
1.1	Parramatta Light Rail	1.1
1.2	Project overview	1.1
1.2.1	Key features	1.2
1.2.2	Operation	1.3
1.2.3	Timing	1.3
1.2.4	Approval requirements	1.3
1.3	Objectives of Parramatta Light Rail and the project	1.5
1.4	Purpose and structure of this environmental impact statement	1.5

## Figures

Figure 1.1	Parramatta Light Rail network	1.2
Figure 1.2	Key features of the project	1.4

# Parramatta Light Rail Stage 2

## Environmental impact statement



## 1. Introduction

### 1.1 Parramatta Light Rail

The NSW Government's Greater Sydney Region Plan A *Metropolis of Three Cities* (Greater Sydney Commission, 2018a) outlines a vision for a three-city metropolis. The Central River City covers the four local government areas of the City of Parramatta, Blacktown City, Cumberland City and The Hills Shire. A *Metropolis of Three Cities* highlights Greater Parramatta as the focal point for the Central River City, with employment growth and public transport being of key importance.

The Greater Parramatta and the Olympic Peninsula area (GPOP), which extends from Westmead and Parramatta in the west to Sydney Olympic Park in the east, is fast emerging as the heart of Sydney's Central River City and is set to grow and change significantly over the next 20 years. Forecasts predict that GPOP will accommodate almost 170,000 new residents by 2041. Employment opportunities will also grow, with an additional 100,000 jobs predicted by 2041 (SGS, 2017).

Parramatta Light Rail will deliver an integrated light rail service that supports the population and employment growth expected throughout GPOP. It will integrate with existing and future modes of transport, including buses, trains, ferries and active transport (pedestrian and cycle networks), as well as Sydney Metro West services and the existing road network.

Parramatta Light Rail will be delivered in stages to ensure the infrastructure needed to support growth and development is in place:

- Stage 1 will connect Westmead to Carlingford via the Parramatta central business district (CBD) and Camellia. The construction and operation of Parramatta Light Rail Stage 1 was approved by the NSW Minister for Planning in May 2018. Major construction is underway, with the track installation complete and light rail stop construction in progress. Stage 1 is expected to start operating in 2024. Further information on Stage 1 is available at [Parramatta Light Rail](#).
- Transport for NSW is now proposing to construct and operate Parramatta Light Rail Stage 2 ('the project'). Stage 2 would connect the Parramatta CBD and Stage 1 to Camellia, Rydalmere, Ermington, Melrose Park, Wentworth Point, Sydney Olympic Park and the Carter Street precinct in Lidcombe.

Figure 1.1 provides an overview of Parramatta Light Rail showing both stages.

### 1.2 Project overview

The project comprises two main elements:

- construction of about 10 kilometres of light rail infrastructure between Camellia and the Carter Street precinct adjacent to Sydney Olympic Park
- operation of about 13 kilometres of light rail alignment between the Parramatta CBD and the Carter Street precinct, including a section of infrastructure constructed by Parramatta Light Rail Stage 1 between Camellia and the Parramatta CBD.

Further information on the location of the project, and a description of the project site for the purposes of this document, is provided in Chapter 2 (Location and setting).

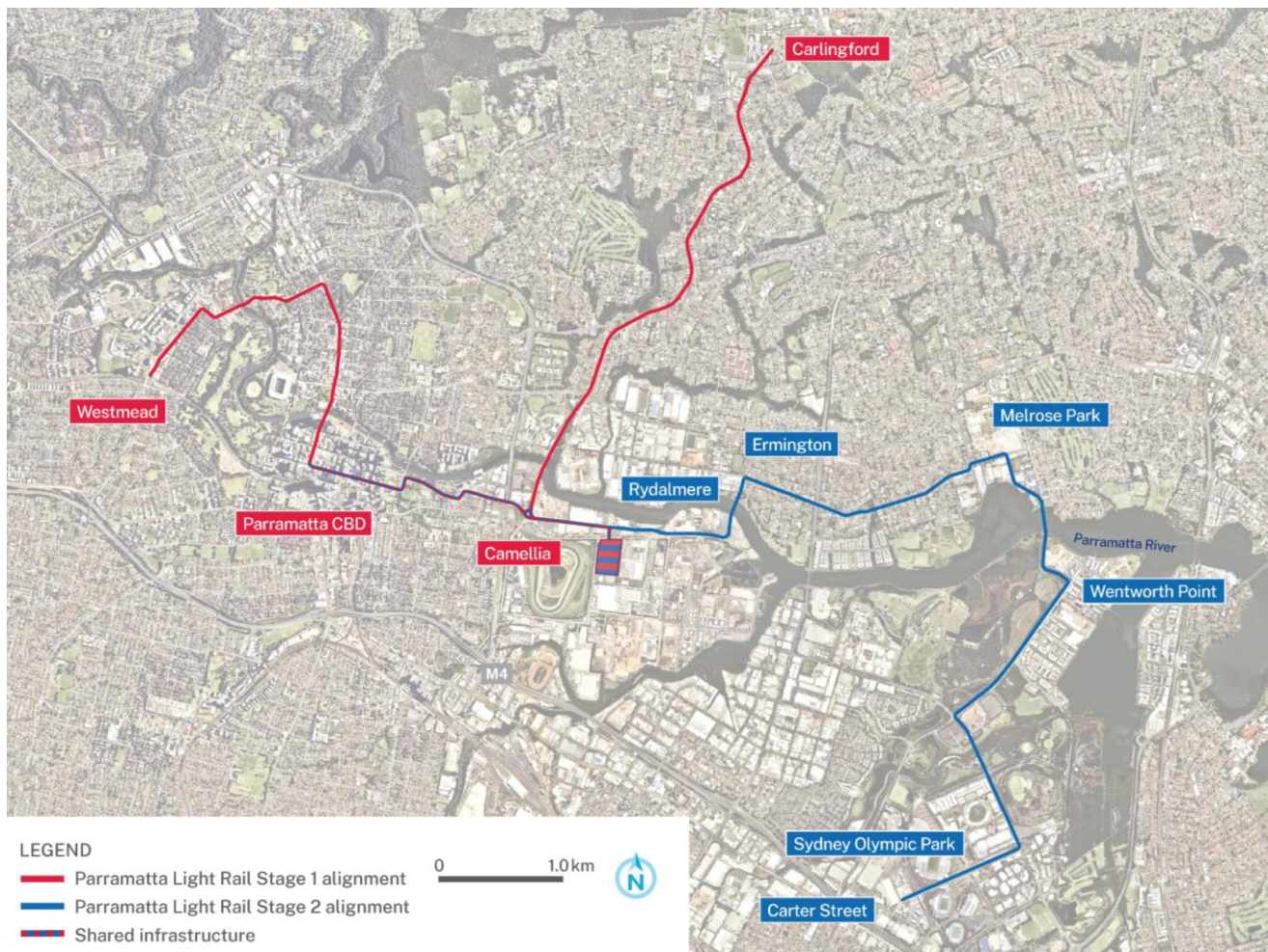


Figure 1.1 Parramatta Light Rail network

### 1.2.1 Key features

The key features of the project, which are shown on Figure 1.2, include:

#### Light rail track and bridges

- a new 10 kilometre long dual light rail track, with 14 stops, between Camellia and the Carter Street precinct adjacent to Sydney Olympic Park
- two bridges over the Parramatta River between Camellia and Rydalmere, and between Melrose Park and Wentworth Point
- a bridge over Silverwater Road between Rydalmere and Ermington
- other bridge works in Ken Newman Park and Sydney Olympic Park.

#### Active and public transport integration

- about 8.5 kilometres of new active transport links between Camellia and the Carter Street precinct, which would connect with the existing cycling and pedestrian network
- interchanges with other forms of public transport, including trains, ferries, buses and Sydney Metro West, with the main interchanges located in the Parramatta CBD, Rydalmere and Sydney Olympic Park
- a shared light rail and pedestrian zone (no through vehicle access) within Sydney Olympic Park along Dawn Fraser Avenue between Australia Avenue and Olympic Boulevard
- bus access over the proposed bridge between Melrose Park and Wentworth Point.

## Other works

Works proposed to support the project's operation:

- turnback facilities, including along part of Macquarie Street in the Parramatta CBD
- adjustments to the Parramatta Light Rail stabling and maintenance facility at Camellia
- five new traction power substations to convert electricity to a form suitable for use by light rail vehicles
- new and improved open spaces and recreation facilities at Ken Newman Park, the Atkins Road stop and Archer Park, and an increase in the area of existing open space at Eric Primrose Reserve.

Further information on the project's features is provided in Chapter 6 (Project description – infrastructure and operation).

### 1.2.2 Operation

The project would operate between the Parramatta CBD and the Carter Street precinct, using a section of the Parramatta Light Rail Stage 1 alignment and the alignment constructed as part of the project.

Between the Parramatta CBD and Camellia, the project would operate along about three kilometres of the Parramatta Light Rail Stage 1 alignment. Parramatta Light Rail Stage 2 services would terminate at the Stage 1 Parramatta Square stop to allow customers direct and convenient access to Parramatta's CBD, and interchange with Stage 1 light rail services, trains, buses and Sydney Metro West.

From Camellia, the project would operate along the new light rail infrastructure through Rydalmere, Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park, terminating at the Carter Street precinct.

The project would operate as a turn-up-and-go light rail service from 5am to 1am, seven days a week, in line with Parramatta Light Rail Stage 1. The project would have travel times of around 31 minutes from the Carter Street stop in Lidcombe to the Sandown Boulevard stop in Camellia, and a further seven minutes to the Parramatta Square stop in the Parramatta CBD.

Further information on the project's operation is provided in Chapter 6 (Project description – infrastructure and operation).

### 1.2.3 Timing

It is anticipated that construction would start in 2025, subject to obtaining all necessary approvals, and the first passenger services are proposed to start from 2030/31.

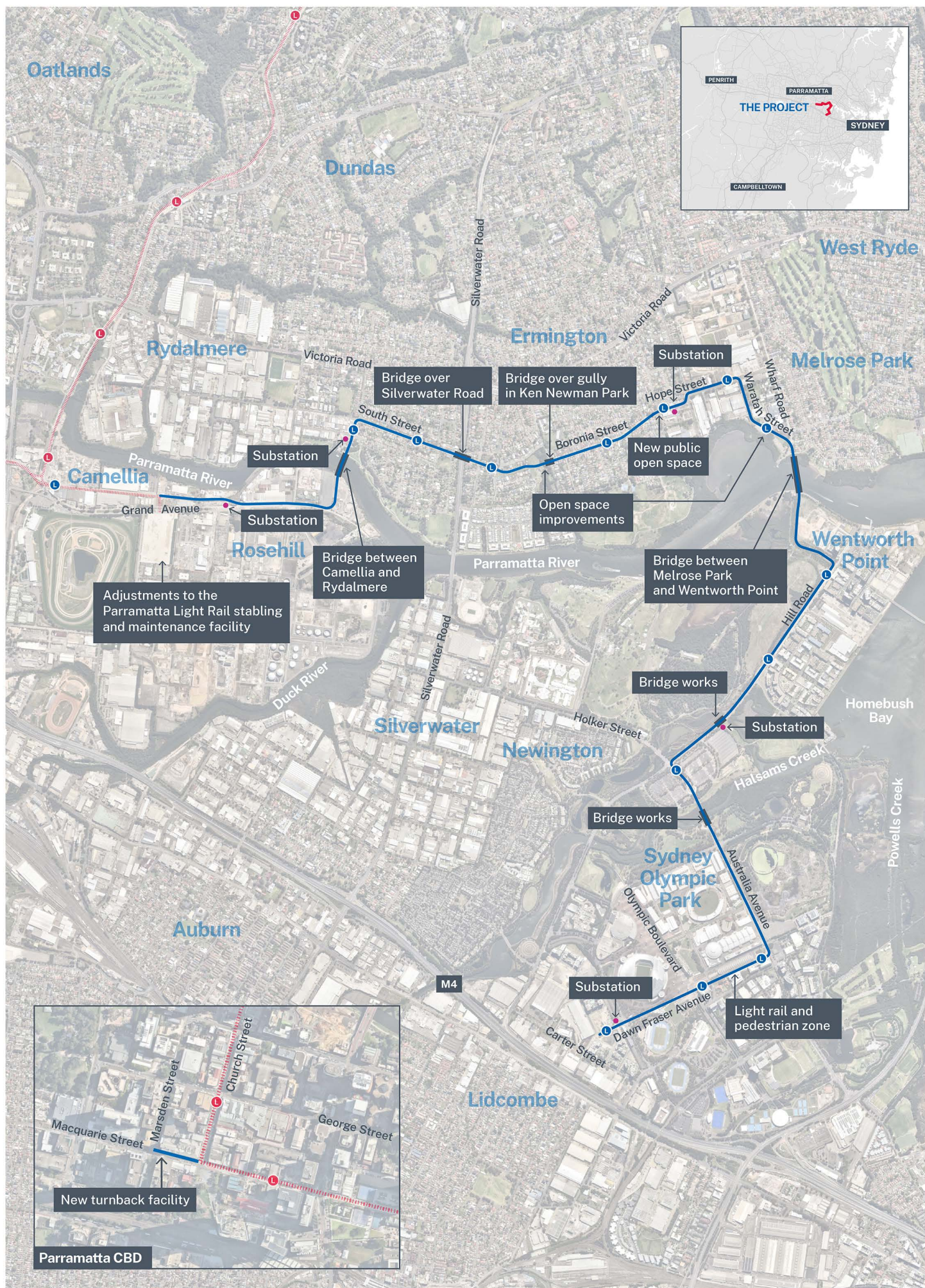
An indicative construction methodology is provided in Chapter 7 (Project description – construction).

### 1.2.4 Approval requirements

The project is State significant infrastructure and is subject to approval by the NSW Minister for Planning under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

The project is also a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) and requires approval from the Australian Minister for the Environment and Water.





# LEGEND

- Proposed project alignment
- Proposed project stops
- Parramatta Light Rail Stage 1 alignment
- Parramatta Light Rail Stage 1 stops

Figure 1.2 The project

0 1km





### 1.3 Objectives of Parramatta Light Rail and the project

The aim of Parramatta Light Rail as a whole is to deliver an integrated light rail service that supports the NSW government's vision for GPOP, which is to become the geographic and demographic centre of Greater Sydney (Greater Sydney Commission, 2016). To achieve this aim, the objectives for Parramatta Light Rail (including the project) are defined according to four categories, as follows:

#### City shaping

- support the vision for Parramatta as a 21st century city – attract new investment and economic development
- a catalyst for shaping new growth – activate underutilised land and provide transport capacity needed to support sustainable population and employment growth

#### Transport connectivity

- connect people and places – support the diverse mix of customer journeys that link employment, cultural, educational, health and supporting precincts with existing and new communities

#### Transport choice

- provide attractive transport choices for customers – deliver a turn-up-and-go, safe, reliable, all-day light rail service that is integrated with roads, buses, trains and active transport

#### Place making

- contribute to the creation of local hubs – supporting the creation of attractive and memorable public spaces that are better utilised by communities.

### 1.4 Purpose and structure of this environmental impact statement

This environmental impact statement (EIS) supports an application for approval of the project in accordance with Division 5.2 of the EP&A Act. It addresses the environmental assessment requirements of the Secretary of the Department of Planning and Environment (the SEARs). In accordance with the SEARs (see Appendix A (SEARs compliance table)), the EIS also addresses the EIS form and content requirements of the Environmental Planning and Assessment Regulation 2000. The EIS has been prepared with regard to the *State Significant Infrastructure Guidelines* (DPIE, 2021) (in particular *State significant infrastructure guidelines – preparing an environmental impact statement* (DPIE, 2021a)), and other relevant technical guidelines.

The main EIS is structured in four parts as follows:

#### Part A Introduction and project context – including:

- an introduction to the EIS (Chapter 1)
- a description of the project site and the general environment within which the project would be located (Chapter 2)
- an overview of the strategic context and need for the project (Chapter 3)
- an overview of the statutory context and approval requirements (Chapter 4)

#### Part B The project and its development – including:

- a description of how the project design has been developed, including the alternatives and options considered (Chapter 5)
- a description of the project's features and operation (Chapter 6)

- an indicative description of the construction process and activities proposed (Chapter 7)
- a summary of the community and stakeholder engagement that has occurred to date, and the engagement proposed during future stages of the project (Chapter 8)

**Part C Environmental assessment** – including:

- an assessment of the potential impacts of the project, including information on the existing environment; potential construction, operation and cumulative impacts; and the proposed approach to mitigation and management (Chapters 9 to 22)

**Part D Evaluation and conclusion** – including:

- a description of the proposed approach to environmental management and mitigation (Chapter 23)
- the project justification, evaluation and conclusion (Chapter 24).

Other volumes provide supporting technical reports, which provide detailed assessments of the potential impacts of the project as they relate to the key environmental issues defined by the SEARs.