

16th December 2022

Transport for NSW

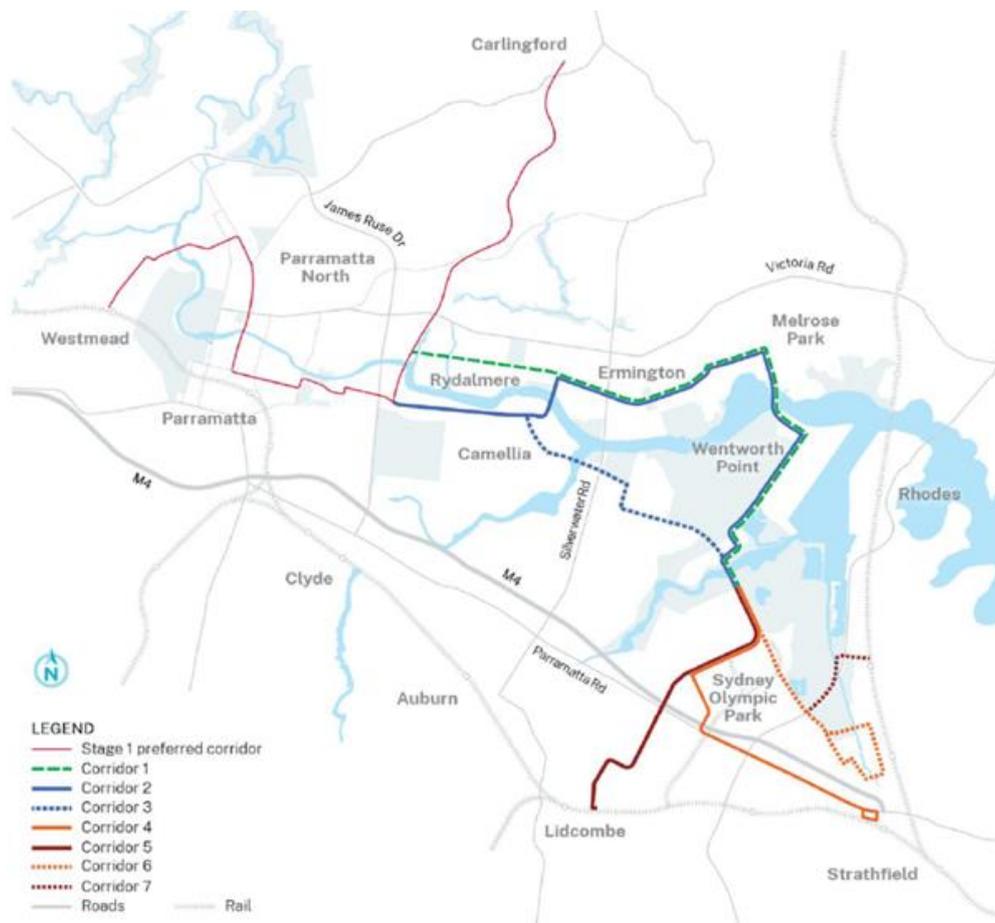
Via online portal

To whom it may concern:

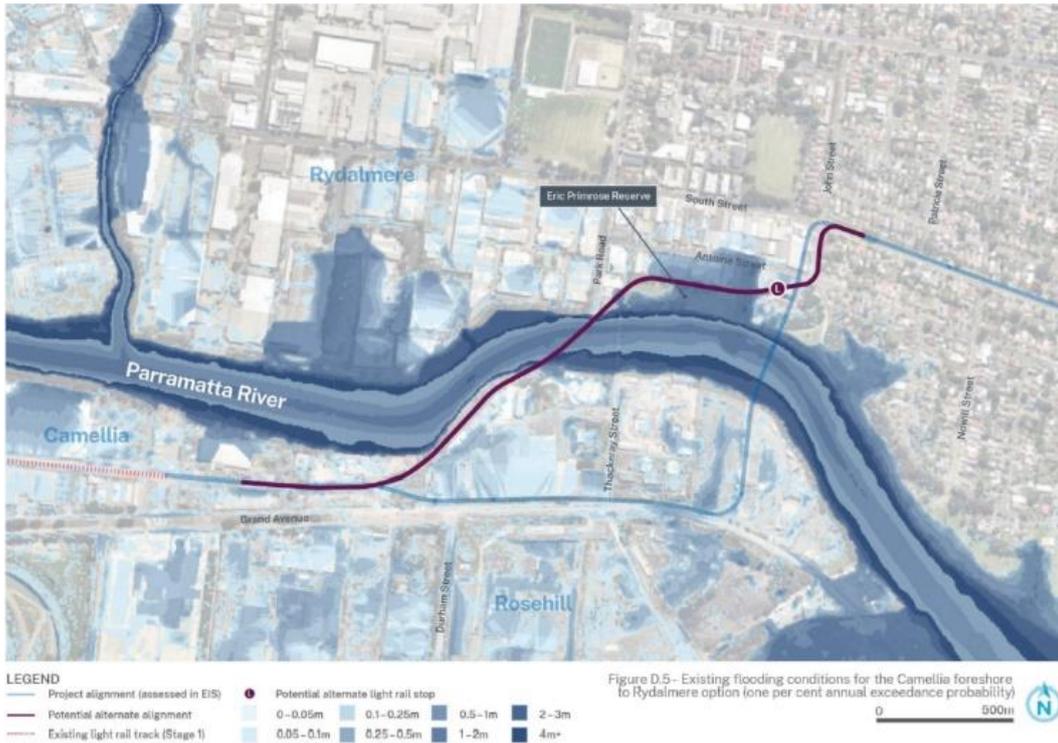
Re: Parramatta Light Rail Stage 2 (PLRS2) EIS public comments

I am one of the landowners of 40 to 48 Antoine Street Rydalmere. The subject site is listed for compulsory acquisition for the purpose of "track alignment". We believe that the proposed tracks do not need to go through our property and therefore the requisition is not necessary for the following reasons:

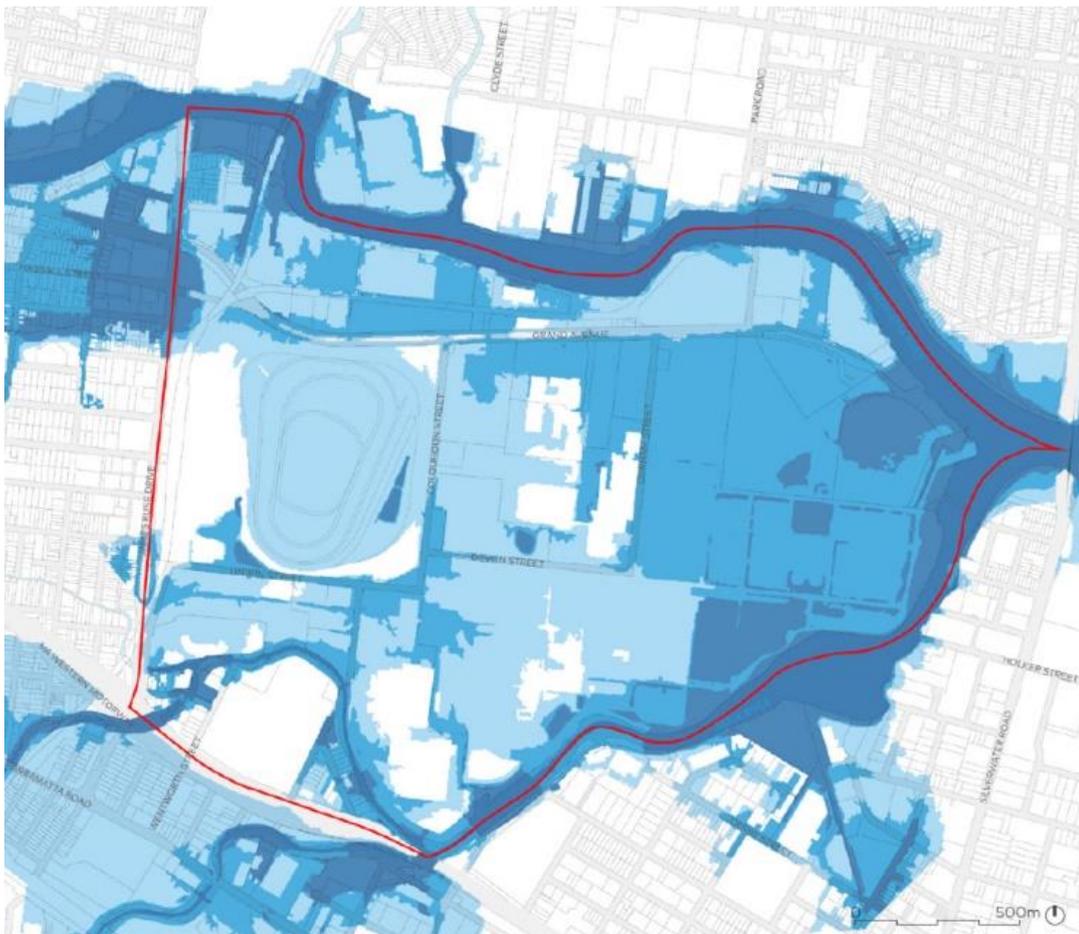
1. According to Figure 5.5 in Chapter 5 of the EIS document published on invite for the public submission website, Corridor 2 has been identified as preferred route option. Another document recently released by Transport NSW on 11/10/2022: *Parramatta Light Rail Stage 2 Camellia Precinct Fact Sheet*, also indicates Corridor 2 is the preferred route. The tracks will cross Parramatta River and goes straight to John Street. Our property is not on the track alignment.



RLSR2 EIS figure 5.5



PLRS2 EIS, Appendix D (Figure D.5)



Directions for Camellia-Rosehill Place Strategy, Figure 2 also indicates Rydalmere Ferry Wharf has high flood risk and south bank in Camellia

- The subject site might be adjacent to the track alignment only if the dotted line or the purple line in Figure D.5 is adopted. According to EIS document Appendix D, purple line tracks are exposed to

flood risk. We appreciate that the Department is aware of risk and therefore this option no longer appears in the later options.

3. In earlier PLRS2 news releases, preferred route option was “connecting to Stage 1 at Rydalmere and running north of the Parramatta River through the rapidly developing suburbs of Ermington and Melrose Park, ...” (Parramatta Light Rail Stage 2 – Scoping Report, page 1).

We purchased our property when the publicly available information clearly detailed a logical and sensible route through the University and South Street as being preferred.

The clearest diagram of the alternate route via Camelia available at the time of purchase did not indicate that our property would be impacted by the alternate route, and various searches conducted at the time confirmed that the relevant government departments had no current proposal to acquire the property.

And according to the official website (parramattalightrail.nsw.gov.au) Stakeholder Engagement section, it reads “The team is working closely with major landowners in Camellia, Melrose Park and Wentworth Point to design the light rail so that it integrates and properly supports future development in these suburbs.” There has been NO CONSULTATION at all in relation to what appears to be a recent change.

On any view, our property is not required for the purpose of light rail. With some relatively minor amendment (refer to our suggested option 3) to the alternate route, there will be no need to acquire any part of our property along with 50 Antoine Street.

Background

The Greater Parramatta and Olympic Peninsula (GPOP) priority growth area is one of Sydney’s fastest growing areas. In the next 23 years, the population of the GPOP priority growth area will undergo substantial growth, with forecasts predicting the GPOP priority growth area will accommodate almost 170,000 new residents and an additional 102,500 jobs by 2041 (SGS, 2017).

The PLR network will deliver an integrated light rail service that supports population and employment growth as well as the additional development expected throughout the GPOP priority growth area. The light rail will also integrate with existing and future modes of transport including buses, trains, ferries and active transport across the area as well as future metro services and the existing road network.

Stage 2 of PLR (the Project) was announced in October 2017 with the preferred route connecting to Stage 1 at Rydalmere and running north of the Parramatta River through the rapidly developing suburbs of Ermington and Melrose Park, before crossing the Parramatta River at Wentworth Point and continuing to Sydney Olympic Park.

An option for extending east through Camellia before crossing the Parramatta River to Rydalmere is also being considered. At Wentworth Point two potential route options are currently being considered; one which passes through the proposed Sekisui House development and one that goes around the development.

PLR Stage 2 follows approval of Stage 1 in May 2018 – a 12 kilometre two-way light rail system connecting Westmead, Parramatta CBD and Carlingford. Major contracts have been awarded to build and operate Stage 1 of the PLR network, which is expected to be operational in 2023.



Left: Parramatta Light Rail Stage 2 – Scoping Report (page 1) / Right: Stakeholder Engagement from PLRS official website

Suggested options:

We discussed with landowners at 50 Antoine Street Rydalmere. They are also concerned as a part of their property is affected because the tracks go directly from Parramatta River to John Street. We have discussed the following options for your consideration.

Option 1: Go back to Corridor 1 – the Rydalmere Option (green dotted line on Figure 5.5). That is to share with Stage 1 rail bridge crossing Parramatta River and go through South Street, for the following benefits:

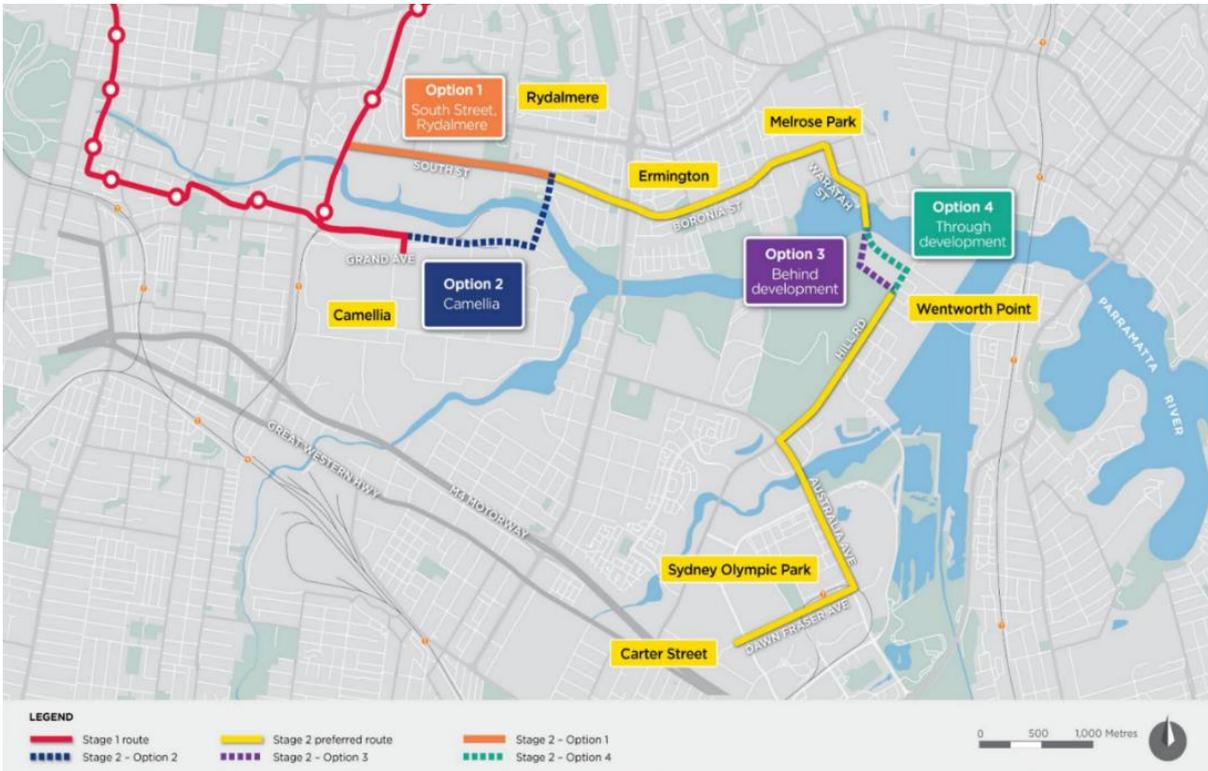


Figure 4.2 of Parramatta Light Rail Stage 2 Scoping Report (p28) showing Rydalmere option as the preferred route

- A stop immediately after turn off Stage 1 tracks can serve Western Sydney University, especially for people travel to/from the east. They do not have to get off at Tramway Stop, wait for a Stage 1 tram at the opposite direction and get off at Rydalmere. If the university must rely on Stage 1 trams, section between Rydalmere and Tramway Ave might be crowded.



Left: diagram from PLRS2 Camellia Precinct Factsheet / Right: figure ES.5 PLRS2 EIS Executive Summary

- Share with Stage 1 bridge saves building a new bridge crossing Parramatta River: not only saves construction cost but also protects environment by not impacting wetlands along Parramatta River.
- We notice that a new road bridge is planned to connect Camellia with Clyde Street, according to the Department’s Camellia-Rosehill Precinct Place Strategy (diagram below). The Clyde Street – Victoria

Road intersection is a T-junction. Traffic from Clyde Street can only turn west onto Victoria Road towards Parramatta. Peak hour traffic in the area is already congested especially Park Rd – Victoria Rd intersection and South St – Silverwater Rd intersection (can only turn left to Silverwater Rd). The congestion will be worsened if additional traffic comes from Camellia.

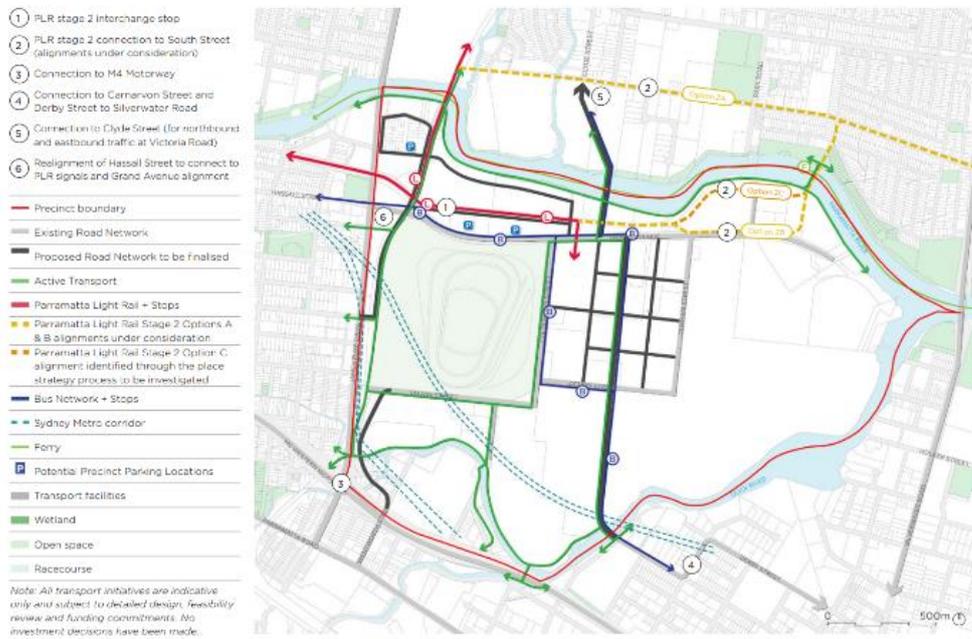
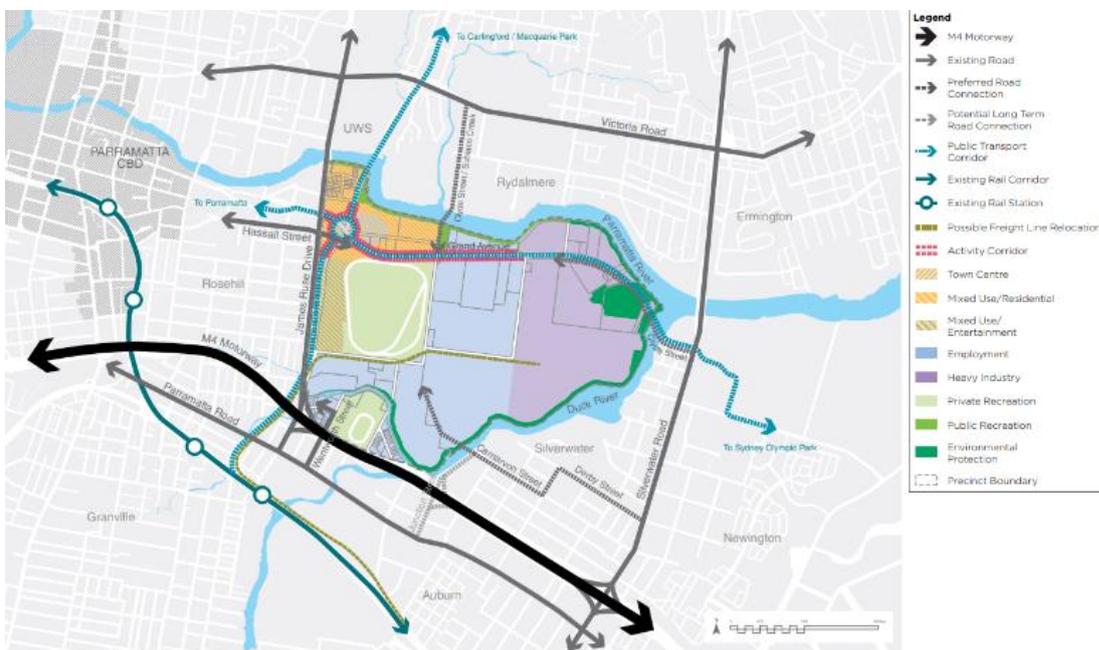


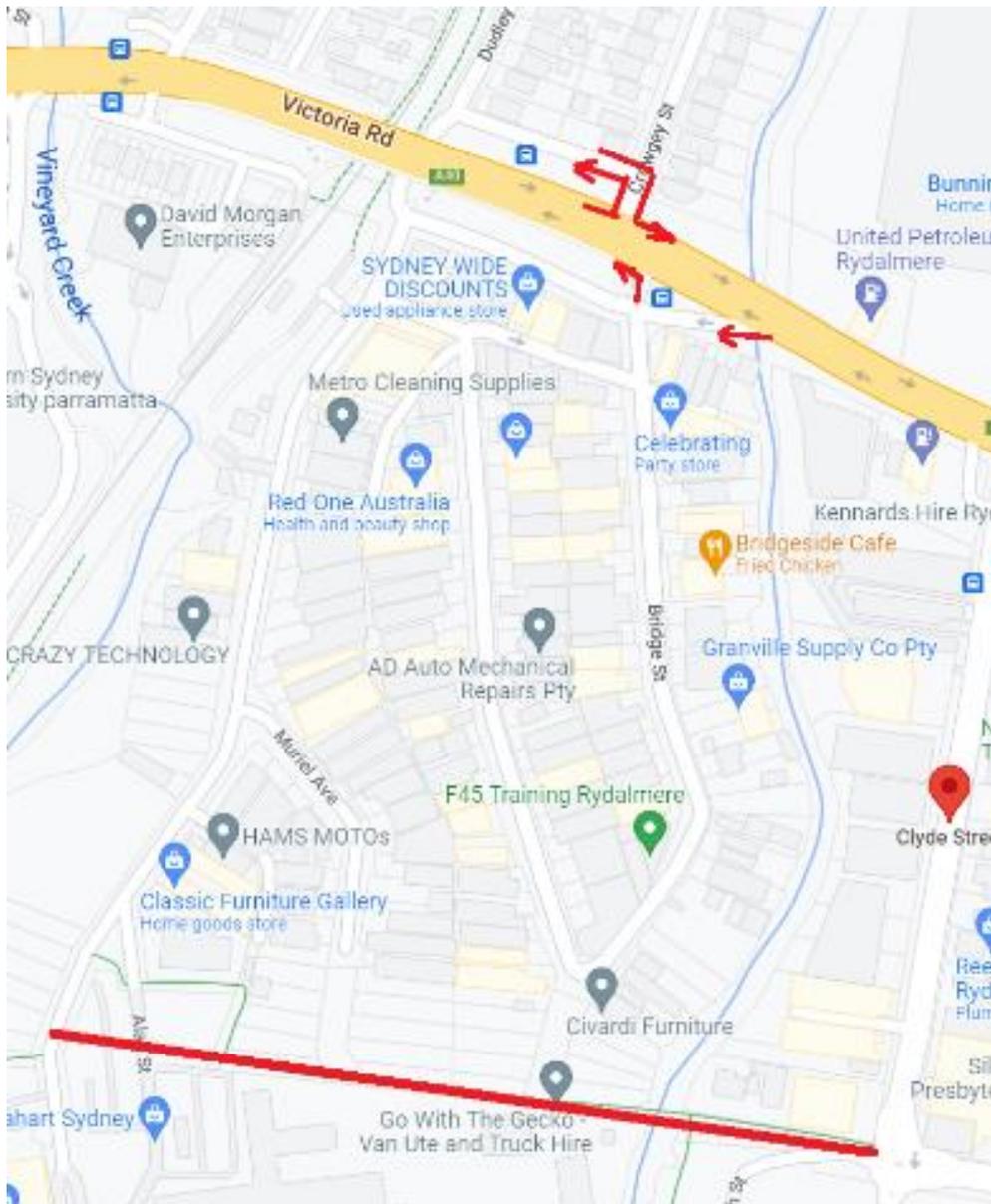
Figure 4. Potential transport improvements

from Camellia-Rosehill Place Strategy



from Camellia Land Use and Infrastructure Strategy

If Corridor 1 (Rydalmere Option) is considered and if South Street can also be extended beyond west of Clyde Street and connect with Brodie Street, traffic can be redirected to Brodie Street and use underpass under the Victoria Road bridge, access both directions to Victoria Rd without passing traffic light.



Possible South Street extension between Clyde and Brodie Streets enables under-bridge access to Victoria Rd both directions without passing through traffic light (Google Map extract)

- We notice that the Department has outlined main reasons for not choosing Rydalmere option (Corridor 1) in EIS document chapter 5 (5.11):
 - *Did not offer the advantages of integration with areas proposed for future urban development and population growth*

In *Parramatta Light Rail Stage 2 Scoping Report* also released by the Department in 2019, it clearly identifies that turn off from Stage 1 tracks north of Parramatta River and then runs through South Street is preferred option. And in section 4.1.3 (page 26), the Department finds that “limited growth opportunities in Camellia East, Silverwater and Newington”.

The factsheet released by the Department on 11/10/2022 (last month) has consistent message that no stop was planned between Sandown Boulevard and John Street stops. The proposed Sandown Boulevard Stop is only 1 minute walk away from Stage 1’s Camellia Stop. Therefore, there is limited impact if the two stops are combined. However, if there is a stop immediately after turn off from Stage 1 tracks north of the Parramatta River for access to

the university and another stop near Pike Street will enable direct access to the university from Stage 2 stops and also benefit the future growth of Rydalmere Business Precinct.

4.1.3 2017 – Stage 1 delivery and preferred route for Stage 2 announced

In 2017 the NSW Government announced the delivery of Stage 1 from Westmead to Carlingford via Parramatta. Additionally, it was announced that Stage 2 will connect east to Sydney Olympic Park and potentially beyond and be planned in collaboration with Sydney Metro West.

The need for planning of Stage 2 in collaboration with Sydney Metro West reflected the fact that the projects had a number of interfaces. In particular, Sydney Metro West will connect Greater Parramatta and Sydney Olympic Park, overlapping with the baseline PLR network alignment announced in 2015.

When considered in parallel with Sydney Metro West, it was determined that the demand and feasibility of extending Stage 2 from Sydney Olympic Park to Strathfield was significantly decreased.

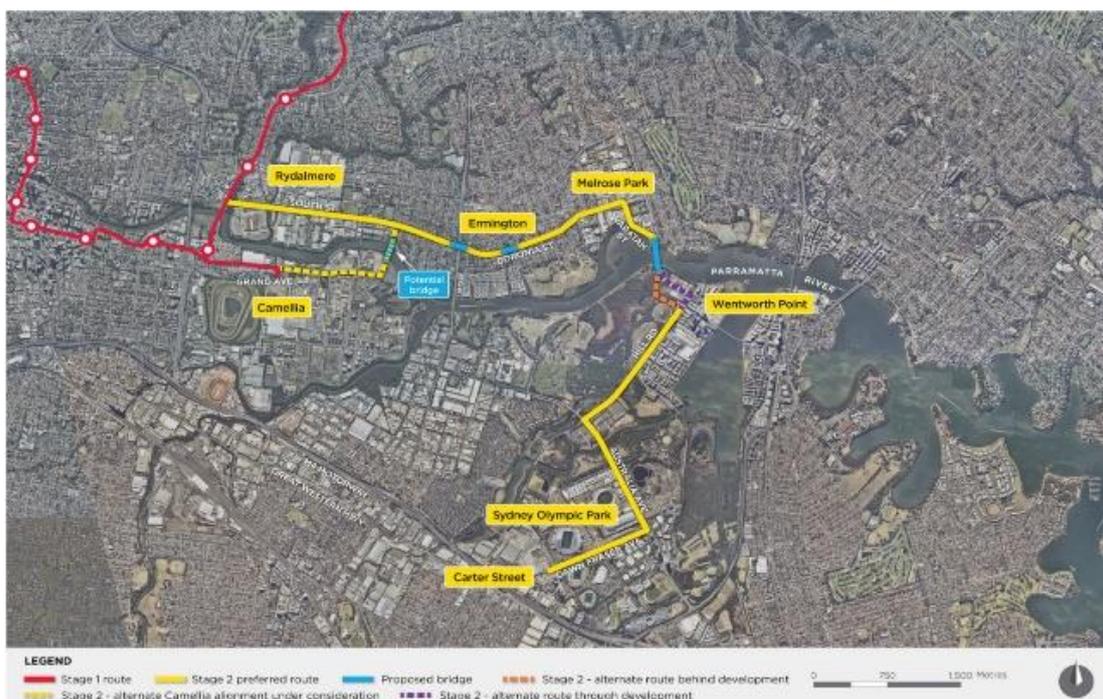
In addition to the introduction of Sydney Metro West, a number of other issues were identified that warranted a review of the Stage 2 component of the baseline PLR network alignment including:

- limited growth opportunities in Camellia East, Silverwater and Newington
- a congested and constrained road network between Sydney Olympic Park and Strathfield.



- Higher costs, potential property impacts and construction constraints associated with narrow sections of South Street the presence of complex utilities

Building one less bridge crossing Parramatta River brings significant benefits both economically and environmentally. Although there is no road infrastructure between Stage 1 turnoff and Clyde Street. We believe level crossing Vineyard and Subiaco Creeks will be cheaper than a bridge on Parramatta River. The Scoping Report did not identify there are any bridges required to connect Stage 1 tracks with South Street (figure below).



Overview of the route, Parramatta Light Rail Stage 2 Scoping Report page 30, Figure 5.2



Contaminated sites in Camellia, source: Camellia-Rosehill Precinct Place Strategy

Going back to the original Rydalmere option also saves jobs. The five privately owned industrial properties projected to acquire: 48 & 50 Antoine Street and 50, 52, 54 John Street have combined land size 5874m². That's removing almost 6000m² of employment land and accommodated jobs. These sites could be retained for employment.

South Street between John Street and Silverwater Road has space for road widening. Refer to the Google map extraction below, area marked in white lines believe to be road reserves. If John Street stop is located along South Street east of John Street, there is enough space and no need to acquire any private properties.

The distance increase from the ferry stop might be an extra 50 metres compared with the stop on John Street between South and Antoine Streets – just around the corner.



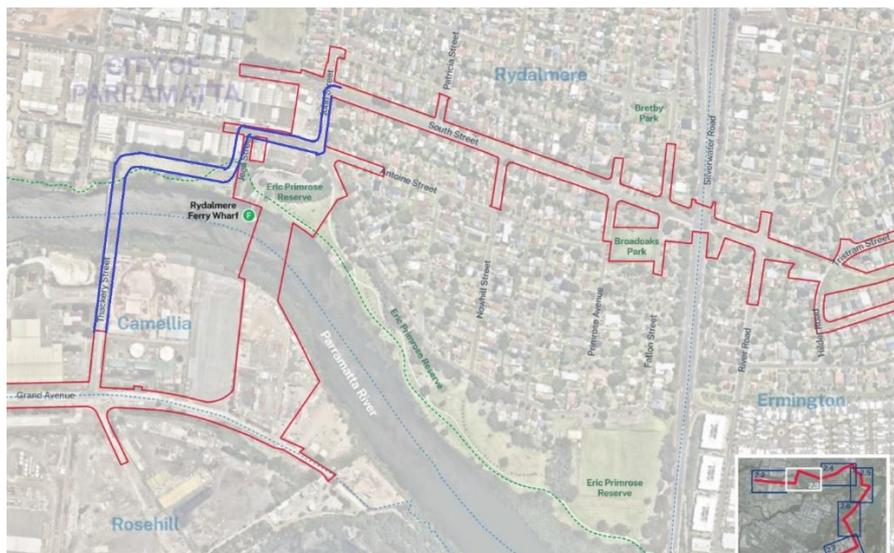
We notice that the proposed new light rail bridge connecting John Street also has a provision for pedestrians and cyclists. We wish to bring your attention that the foot & utility bridge is only metres away connecting Thackeray Street and Reid Park, which is on the west side of the wharf. Although the bridge is ugly and may not be pedestrian and cyclist friendly, we believe a major upgrade will not cost as much as building a new bridge.



Google Map extraction Thackeray footbridge over Parramatta River (left), photo of Thackeray footbridge from Thackeray Street side (right)

Option 2: if the Department wants to switch back to the purple line indicated in Figure D.5, can we suggest to finetune the line to avoid acquiring our properties by using Jean Street, as indicated in blue lines in the figure below:

- Thackeray Street pedestrian & utility bridge is outdated and very ugly. Rebuild this bridge and enable light rail access beautifies the surroundings. Improved pedestrian access also helps people to use Rydalmere Ferry Wharf from across the river.
- John Street Stop might be relocated to Reid Park which is close to the Ferry Wharf, and then turn into Jean Street, Antoine Street, and John Street. Reid Park is currently just an open space with limited facilities.
- Jean Street is a very short no through road and currently only used for street parking. 32 Antoine Street does have a driveway on Jean Street but it also has a driveway facing Antoine Street.
- The section of Antoine Street between Jean and John Streets could be shared between vehicles and light rail trams. This section is short. The section at Macquarie Street adjacent with Parramatta Square is also shared between vehicles and trams.



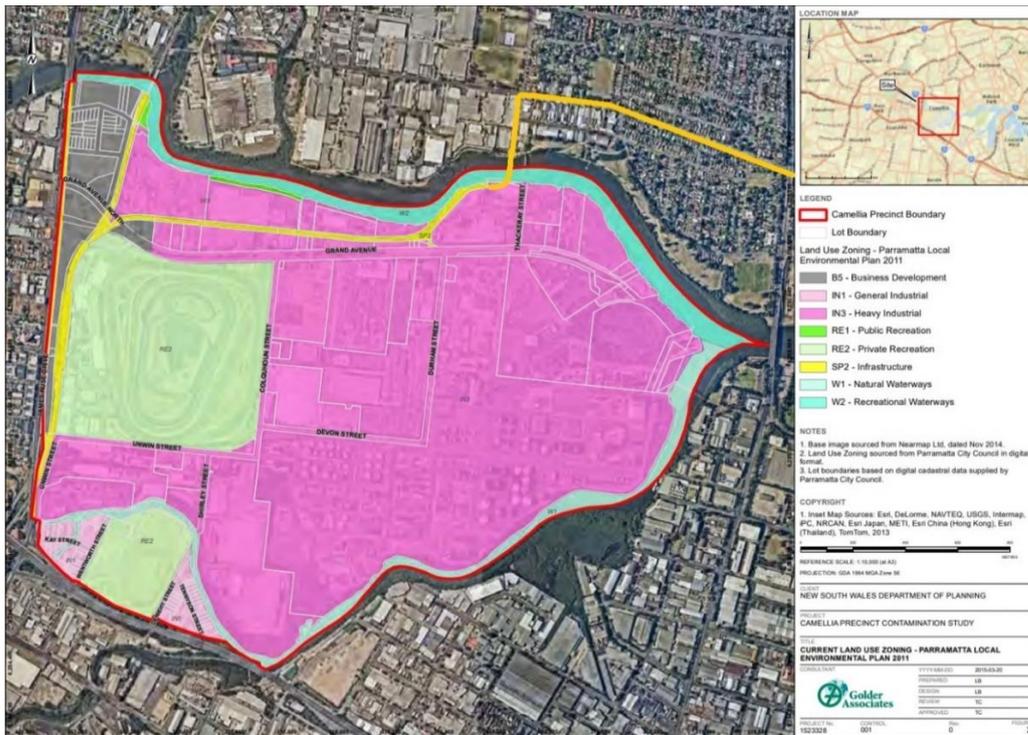
Alternative route using Jean Street and Antoine Street and then turn to John Street

Option 3: If Corridor 2 is the final chosen route, we wish the Department may consider a small curve after landing from the new bridge and John Street (indicated red line below). There is enough public land outside 50 Antoine Street, plus the curve may also have less impact to the ferry commuter carpark.



Alternate curve to bypass 50 Antoine Street

Option 4: Another alternative route that can be considered is to use the existing Sandown Line, cross Parramatta River, and then land in Rydalmere on Park Road, turn right to South Street. The section of Park Road between the river and South Street is wide and traffic volume is low, on the contrary to heavy traffic between South Street and Victoria Road.



Alternate route via Park Road (yellow line)

We thank you for your consideration of this submission and welcome the opportunity to meet with the Department should it be required.

Kind Regards

Western Sydney Sunshine Pty Ltd