

# Parramatta Light Rail Submission

Submitted by: Local Resident of Parramatta.

Overall, I would support the scheme if it did not impact car parking too much in Parramatta. And did not pass through the North Parramatta Precinct which is about to be ruined by development.

As usual, Local residents are impacted the most, as the services we use in the Parramatta CBD are effectively made harder to get to with these changes.

Our local amenity is also reduced with these changes. More cars in our streets, trolleys everywhere and more garbage left on footpaths.

This submission includes the following

- A few comments on the Economic analysis
- Royal Oak Hotel – Retaining the Hotel
- North Parramatta Precinct and the Female Factory World Heritage Listing
- George St and Harris St Route Options
- Drop Off Zone in Parramatta CBD
- Housing Affordability
- City Shaping

## **Economic Evaluation**

The economic assessment is questionable when the preferred option is compared against the base case and no other options.

Where are the alternative options and costs. For example a heavy rail and bus combination. Aligned to the NSW Transport Master Plan or not.

Surely this would be a minimum requirement by Treasury and INSW for spending \$1bn on infrastructure.

### **8.4.3 Economic assessment**

An economic assessment was carried out for the project using a cost benefit analysis framework. This compares the costs and benefits of the project over 30 years of operations to a base case. For the assessment the base case assumed a continuation of the existing transport network, though did include currently planned and committed investments in transport infrastructure. The economic appraisal estimated that the value of the economic benefits of the project would be \$140 million by 2026, increasing to \$2.7 billion (including productivity and option value) by 2041.

Over 30 years of operation, the economic benefits of the project are estimated to exceed costs by:

- » Around \$192 to \$496 million (present value), including transport and city shaping benefits.
- » Around \$476 to \$780 million (present value), including transport, city shaping and productivity benefits.

## Royal Oak Hotel

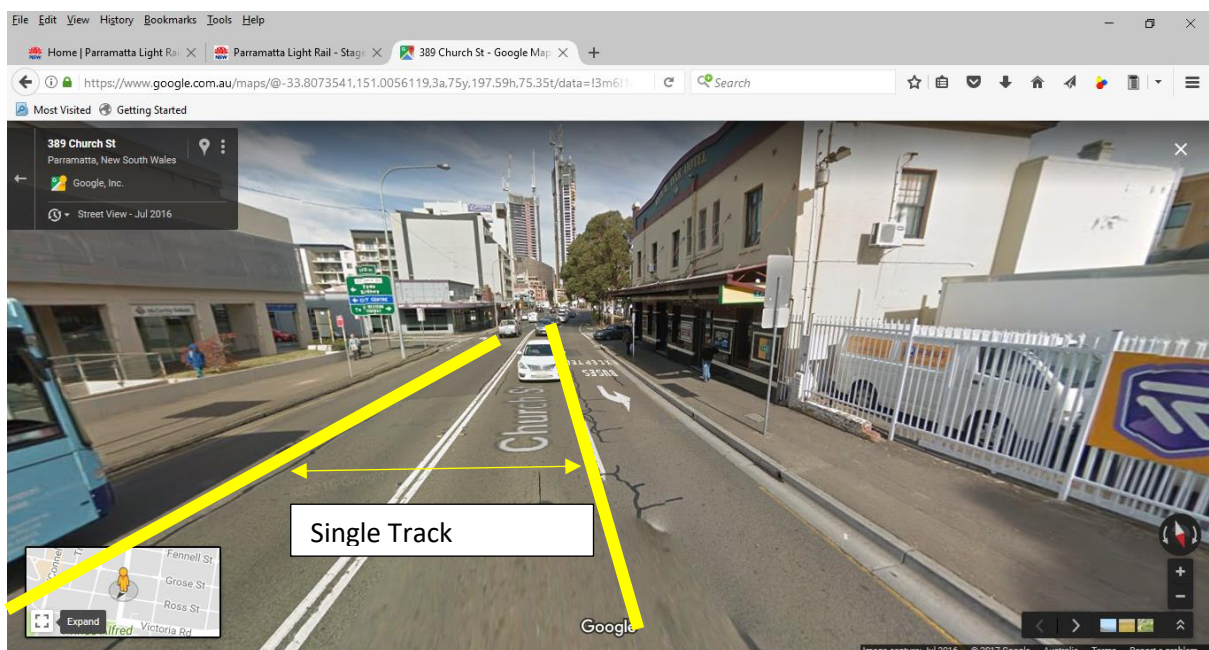
Reading through documentation, there appears to be no evidence of any attempt to design around the Royal Oak Hotel and what impact that would have if so.

There is a case for considering a 100 metre length of single track past the Royal Oak Hotel. This would represent less than 1% of the total length of track.

There would be two considerations to be addressed.

1. Does it fit.
2. What is the economic penalty on the scheme, with LRV's having to wait to pass.

The street view shot using google map shows 4 lanes. Surely a single track would fit within the middle two lanes.



Royal Oak Hotel - Economics of a 100 metre single track				
Line Item				
a	Penalty Cost	\$ 25.75	per hour per person	= Sydney Economic GDP \$376 BN per year / 5 Million people / 365 days / 8 hours
b		\$ 0.43	per minute per person	
c	Speed	15	km/h	Average speed between Prince alfred park and westmead
d	Length of Single Track	100	metres	Length of Single Track past Royal Oak Hotel (CH 8.0km to CH 8.1km)
e	Wait Time	0.40	minutes	Estimated Wait time for one LRV
f	Cost of waiting	\$ 0.17	per person	Cost per person during Wait time
g		320	passengers per LRV	Patronage per LRV (Used maximum for every trip)
h		\$ 54.94	per event	Cost per event per LRV
i	Frequency	8	passes per hour	Based on 7.5 minute intervals
j		18	hours	Operating time per day
k		0.125	chance heading north (1 in 8)	Position of Northbound LRV
l		0.125	chance heading south (1 in 8)	Position of Southbound LRV
m	Events per Day	2.25		(l x j x k x L)
n	Costs	\$ 123.62	per day	
o		\$ 865.32	per week	
p		\$ 44,996	per year	
q	Upper Limit	\$ 584,953	\$NPV Over 30years (Per year x13)	Assumes 7% discount over 30 years

The outcome suggests an upper limit of \$600,000 NPV.

A more likely scenario would be the 17 possibilities each way (given each LRV's are nearly 1.7km apart, i.e 17 x 100metres), an average of 100 passengers per LRV. This equates to \$40,000 NPV over 30 years.

Hence both average and upper limit values are well within the value of the hotel's value.

This is enough analysis to investigate in more detail the benefits of single track past the Royal Oak Hotel.

## Modelling of a LRV's passing the Royal Oak Hotel

The analysis is simple and should not be taken as accurate. The modelling uses the average speed between Prince Alfred Park and Westmead. The analysis uses the 7.5 minute interval between LRV's in each direction, but with variation which is assumed to be random. This generates 8 possibilities from each direction when passing the hotel. Chainage is split into 100 metre sections. Waiting time is only required at chainage 8.0km and 8.1km.

There could be 17 possibilities each side, but I have reduced it to 8 to be conservative.

	Possibilities	Time from Carlingford (minutes)	Chainage from Carlingford (km)	Time from Westmead (minutes)	Possibilities
LRV 4	1	22.4	7.60	15.6	
	2	22.9	7.70	15.1	
Prince Alfred Park Station	3	23.3	7.80	14.7	8
	4	23.8	7.90	14.2	7
Royal Oak Hotel	5	24.2	8.00	13.8	6
	6	24.7	8.10	13.3	5
	7	25.1	8.20	12.9	4
Fennell St Station	8	25.6	8.30	12.4	3
LRV 4 passes LRV 8		26.1	8.40	11.9	2
		26.5	8.50	11.5	1
		27.0	8.60	11.0	
		27.4	8.70	10.6	
		27.9	8.80	10.1	
		28.4	8.90	9.6	
		28.8	9.00	9.2	
		29.3	9.10	8.7	
		29.7	9.20	8.3	
LRV 5		30.2	9.30	7.8	
		30.7	9.40	7.3	

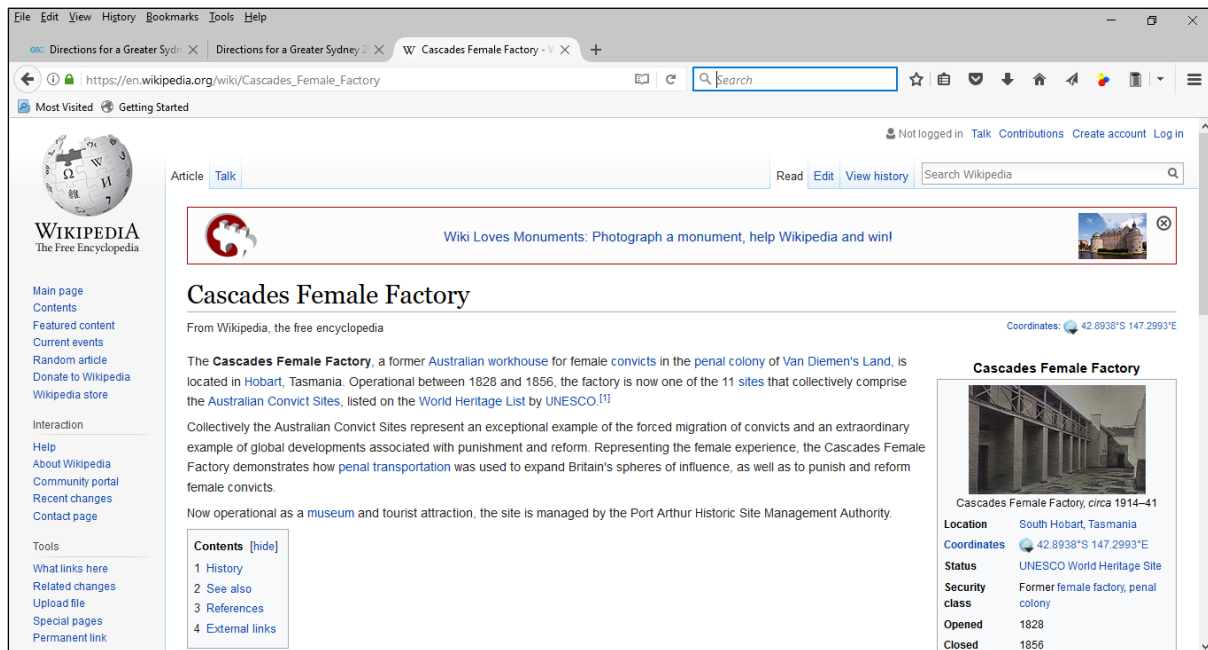
The 8 possibilities when not running to schedule. (i.e. not running to 7.5 minute intervals)

LRV's perfectly pass each other everytime.

## North Parramatta Precinct – Female Factory

The Parramatta female factory (with buildings – Francis Greenway design, same as Hyde Park Barracks) seeks World Heritage Listing.

Tasmania's (Cascades) female factory is already **World Heritage Listed**. And it doesn't even have buildings.



Government both state and federal have conveniently delayed heritage listing for the Parramatta Female Factory to favour development.

### 12.5.1.3 Parramatta Female Factory

The Parramatta Female Factory site forms part of the Cumberland District Hospital Group which is listed on the State Heritage Register (refer section 11.6.1). The Parramatta Female Factory has been nominated to the National Heritage List.

Construction of the Parramatta Female Factory was completed in 1821. The main central structure consists of a three-storey colonial building constructed of sandstone. The structure was built in proximity to the river, to accommodate the occupation of convict women to spin flax and bleach linen. The former Parramatta Female Factory is the oldest and arguably the most intact Female Factory site in Australia. It is highly significant because of its association with the lives of convict women, its demonstration of the changing philosophies of punishment and reform as they relate to women and as a place of suffering and inhumane treatment.

The site covers four acres of land and is known to contain intact structural features, sub-floor deposits, open deposits and scatter and individual artefacts.

Parramatta Light Rail | Stage 1 – Westmead to Carlingford via Camellia  
Environmental Impact Statement

12-37

## Questions

1. So if the North Parramatta Precinct was world heritage listed, what is the likelihood of development and the light rail scheme ?

2. What is the dependency of light rail scheme being economical without the North Parramatta Precinct development with 3000 units.

Preserving the North Parramatta precinct for open space, landscape and heritage would align with the Greater Sydney Commissions 10 Guiding Principles.

But no, it's just more concrete and more people and more urbanisation. The very thing that ruins the amenity of the place.



## 7. A city in its landscape

Greater Sydney has evolved within outstanding natural and scenic landscapes. As it grows, strategic planning will manage the effects of urban development to protect, restore and enhance these landscapes, waterways, natural areas and open spaces. A healthy natural environment will be important to improve liveability, create healthy places, and mitigate the effects of climate change.



## George St and Harris St

I'm in favour of Option 6.

They're all feasible options. The MCA is just relativity that provides guidance, not decisions.

Options 6 saves the trees along Harris Street. These are features of the area, and provide shade and are also useful in preventing soccer balls flying onto Harris Street. Otherwise options along Harris Street mean putting up a 10metre high wire fence. Not a great look.

Placing the station down near the ferry is a positive that outweighs other issues. It aligns with integration with other forms of transport. It also stays away from the school at the start of Macquarie Street. Meaning very young school kids can be picked up out the front. Rather than having a safety risk with the LRV.

As a local resident, it wouldn't bother me about traffic flow in George St. It's Harris St that's the problem.



Note: Red line indicates proposed project alignment and stops

Figure 3.19 Alignment options along Harris Street

Harris street is probably considered a ring road. The traffic analysis seems to identify this.

INTERSECTION	TOTAL VEHICLES PER HOUR (ALL MOVEMENTS)	
	AM PEAK	PM PEAK
O'Connell Street/Victoria Road	2,850	2,790
Victoria Road/Marist Place/Villiers Street	1,430	1,550
Victoria Road/Wilde Avenue	2,860	3,120
Victoria Road/MacArthur Street	2,690	3,580
Church Street/Board Street	2,710	2,950
Church Street/Barney Street	2,150	2,550



## **Drop Off Zone**

With changes to the roads within the Parramatta CBD and a reduction in car spaces, a drop off zone is required within a certain radius of the Railway Station.

Normally Macquarie St outside Arthur Philip is a common spot. This is likely to be removed due to changes.

## **Improving Housing Affordability**



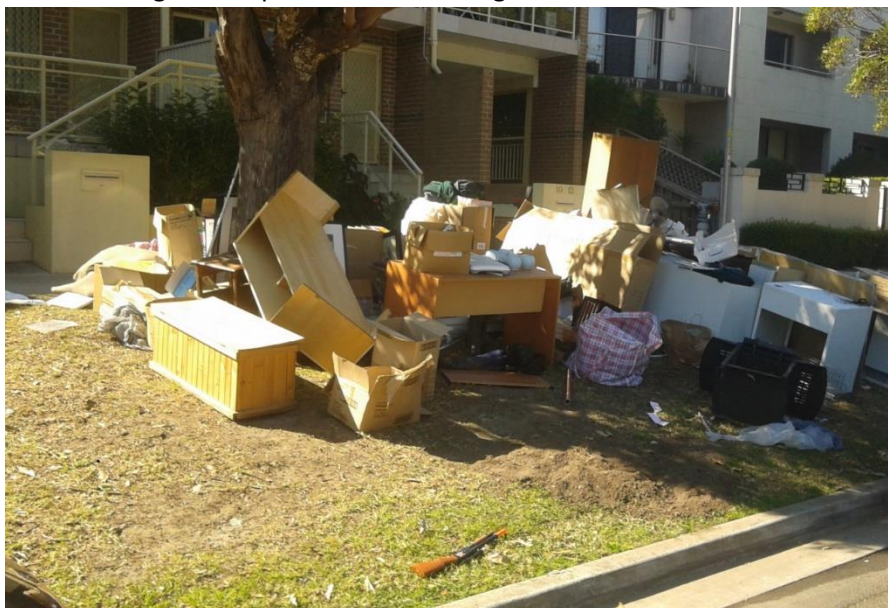
### **3. Housing the city**

Sustained population growth over the coming decades will require a minimum of 36,250 new homes every year. Combined with changing demographics and housing affordability challenges, greater housing choice will be needed. This relates to a range of housing types, tenures and price points together with rental accommodation for lower income households and social housing for the most vulnerable. The provision of more housing will occur concurrently with the creation of liveable neighbourhoods close to employment opportunities, public transport, walking and cycling options for diverse, inclusive multi-generational and cohesive communities.

Unfortunately Parramatta use to be a nice place to live. Now it's filled with developers, speculators and renters who move in and out all the time. Our streets are full of cars. And we've had several accidents as a result. Thanks to the car parking changes, things will just get worse.

Renters who move out often dump their goods on the front footpath. This attracts dumpers from other suburbs as well, who drive around looking for somewhere to dump their goods.

The following is a frequent site in our neighbourhood.



## City Shaping



### 4. A city of great places

Great places recognise local characteristics and the qualities people value. As Greater Sydney grows and changes, its places will offer more than just new homes and jobs. They will enhance well-being and a sense of community identity by delivering safe, inclusive and walkable mixed use areas that exhibit urban design excellence and are connected to social infrastructure and open spaces. These places will respect heritage and foster interaction and healthy lifestyles by encouraging exercise, creativity, enterprise and innovation.

Urban Design Excellence !!!!!

More density development has brought a trolley plague to Parramatta. Such that local council have obviously included in its city shaping design standards.





A typical site these days outside a high density development

