

**Resident Submission:**  
**Parramatta Light Rail (Stage 1)**  
**Westmead to Carlingford via Parramatta CBD and Camellia**  
**Application #: SSI 17\_8285**

Director Transport Assessments  
Planning Services, Department of Planning and Environment  
GPO Box 39, Sydney, NSW 2001

18 October 2017

Dear Mr Snow,

Re: Submission for Application # SS 17\_8285 – Parramatta Light Rail (Stage 1)

Thank you for the opportunity to provide a submission to the above mention application. Having reviewed the EIS statement and numerous of the supporting reports, a number of items remain unclear or require further consideration by the Department and or Applicant prior to this application being determined. The items below would not seem insurmountable and together with aligned planning strategies being prepared concurrently to the Light Rail Application (Greater Parramatta Priority Growth Area) would provide a great opportunity to see the successful alignment of multi government agencies to deliver on broader strategic direction for the State.

Land Use

The EIS talks to existing and possible opportunities for areas surrounded by the proposed Light Rail project. For areas with defined / pending projects (Rydalmere (High Tech)/Camellia and Rosehill Precinct/Westmead (Health) – the direction on proposed land use is somewhat clearer than the areas not clearly defined (North Parramatta/Dundas/Carlingford). Rather a broader statement is made that the Light Rail would act as the catalyst for urban renewal and land use changes. A clearer vision, be it, greater density, mixed use, expansion of existing commercial and retail) should be provided to the community concurrent to the assessment. Timing for LEP amendments and a roadmap for its exhibition prior to the completion of the Light Rail is imperative.

The creation of an improved Light Rail system will only be successful if there are additional users to benefit from the investment. Broader land use zoning and consolidated LEP review timeframes should be made available prior to the final determination of this proposal to ensure the future usages and extents are known and clarity for current and future residents is known.

The commentary and references to Town Centres (Rydalmere / Dundas /Telopea and Carlingford) is generally supported. Opportunities to appropriately expand and grow these should also be considered to expand on the local interaction and community environment that is often fostered by this. The best locations in the State are where access to residential, commercial and the broader

network all come together. The opportunity to deliver (or ensure planning is in place to deliver) this along the Light Rail corridor is at a crucial stage. Areas where higher levels residential density exists (Carlingford) should form the basis of what works (and what doesn't) in the other areas (Telopea/Dundas/Camelia etc.). The limited extent of new development in these areas suggests a broader approach should be considered in conjunction with the determination of the Light Rail projects.

The EIS (and supporting documents and regional plans) do not communicate or provide the support that this is being carried out and how the town centres will be able to thrive.

#### Light Rail Alignment

Confirmation of the physical track location needs to be provided. Appreciating the documents submitted and attached to the EIS are conceptual, the proposed track location looks to run parallel with the existing heavy rail line. If this is to occur, the setback from existing heavy rail line to adjoining residential properties will be reduced. If this is to be the case, no communication to residents adjoining the existing corridor has been communicated as to the encroachment of the proposed new light rail over and above the existing. The existing setbacks should be maintained (or extended) to ensure the existing amenity is maintained. Please confirm the intent is to remove the existing heavy rail line and introduce the new light rail infrastructure in its place.

#### Noise Mitigation

Detailed ratification of the proposed noise mitigation measures and report is expected by the Department when assessing this application. Measures should be made available to nearby residents who despite the reports prepared and submitted as part of the EIS are affected to maintain or improve the current level of amenity.

#### Security Measures

The artist's impressions and imagery provided in the EIS suggests greater and improved pedestrian links along the corridor. This will add to the communal and vibrant lifestyle looking to be delivered as part of the project. The introduction of suitable CCTV and lighting along these routes must be conditioned should the proposal proceed. With the creation of additional pedestrian paths and commuter links the likelihood for less desirable users or abusers of the new infrastructure (graffiti, improper conduct and congregating) will increase. Ensuring proper infrastructure and safer by design principles are adhered to will ensure this is limited.

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### Visual Amenity

Confirmation that the visual amenity of the project (both during and post completion – if approved), should be of a high standard. The varying levels of success across the broader Transport Projects (B-Line, Southern Metro link etc.) suggest this will remain a challenge and largely dependent on the eventual constructor appointed to assist. A suitable minimum standard and correction process should be established to ensure all stakeholders understand the minimum standard of presentation expected.

### Pedestrian Links

The existing rail line benefits from a number of local laneways and access point through and across the existing infrastructure. This promotes community connectivity and ability to broaden the appeal of the existing and proposed rail links and also maximise the use of the town centres. These connection points are considered in the EIS and support to maintain these are paramount. Consideration should also be given to ensuring that during any construction period, these links are maintained in some form.

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There is no doubt that this is a great opportunity to improve the multitude of areas which will be impacted by this proposal and there is likely to be an element of friction in carrying out these works. It is equally important however, to ensure that the opportunity is well planned and considered. Opportunities to revitalise broaden and expand the existing town centres and their surroundings through greater and more flexible land use planning will ensure development opportunities are created in conjunction with this proposal. This will in turn allow a broader consideration for both any proposed development and the subject development to come together for a greater community outcome.

I look forward to hearing from you in relation to these matters and your eventual consideration of this application.

