



23<sup>rd</sup> October 2017

The Parramatta Chamber of Commerce has lobbied the NSW Government for some time to provide improved public transport so that Parramatta and its suburbs are better linked. This is particularly important for the workers, clients, shoppers, students and visitors located to the north and south of the city, with long delays currently experienced accessing the Parramatta Central Business District.

The current proposal outlined in the Parramatta Light Rail EIS however primarily supports considerable urban growth, particularly in the east of the LGA. This choice is disappointing because Parramatta is currently a major service centre for much of Western Sydney i.e. people travel to Parramatta to: work; seek professional, medical and educational services etc.; to shop; and to enjoy recreational activities. The current proposed route may prove accessing the city is unfortunately more difficult for many, both now and after construction, as Church Street becomes more congested and 800 parking spaces are removed.

Other recent decisions by the State Government have also added to the accessibility difficulties for the people of Parramatta, including the decision to impose tolls just after the Church Street exit off the M4, dramatically increasing congestion around this area.

Another major concern for the Chamber is the possibility that some business will be displaced out of Parramatta for the long term, particularly Eat Street, which may have difficulty surviving the years of disruption. This is a serious concern as Eat Street is currently a successful hub of the night time economy in Parramatta.

Nevertheless, the Chamber would rather have the light rail than not because it has the potential to bring increased development in Parramatta in the long run.

The Chamber requests the following regarding the light rail development:

- Underground utility services are relocated along the route into an accessible trench to reduce the long term disruption of constantly digging up the pavement (noting that the NBN rollout is due for 2018 for Parramatta CBD)

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- Hoardings are used that minimise impacts on businesses, particularly by reducing the visual impact, impact on sight lines and better dust and noise amelioration
- Quality signs are used to direct pedestrians to listed commercial premises, including the placement of simple maps or diagrams in high traffic areas
- A whole of city approach is used for planning new routes for construction, delivery and waste services (in light of the many developments that will be happening at this time) and this information is readily available in real time
- A single point of contact is available for businesses to help navigate the many contractors and agencies that are involved with the disruption across the city
- Appropriate compensation is given where business is adversely affected, through rent relief or a simple reimbursement for loss of revenue as a result of the works
- Construction times are fast and activities well planned
- Penalties are imposed on construction contractors who go over time and compensation provided to impacted businesses
- Businesses are informed well in advance of times when construction will be taking place
- Any promotional activity be for the benefit of affected businesses rather than external vendors
- Consideration be given to running the light rail along Marsden Street to keep the main routes into Parramatta open and to save the pre-1850s Royal Oak Hotel
- The light rail is interconnected with the ferry service
- During construction other parking is made available which is free and secure outside the CBD (eg racecourse) and serviced by buses to bring people into the city

The Chamber also is concerned about the business opportunities that come with the Light Rail development. We understand the Department of Transport has entered into a binding contract with TAFE to contract all of the vocational training services to the exclusion of the private sector. This negative decision ignores the many Registered Training Organisations in Parramatta and also appears to contravene the NSW Governments policy signed at COAG about Competitive Neutrality. We would like a commitment from the NSW Government that local businesses will have an opportunity to secure business resulting from this development.

The Chamber will endeavour to assist the Department of Transport as a point of contact and to refer business people to the appropriate parties. We are happy to provide information to our business community, including printed material about the project and its progress.

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Should you wish to discuss these matters further please contact the Chamber on the below listed email and telephone number.

A handwritten signature in black ink, appearing to read "David Hill".

David Hill

President

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