



Royal Agricultural Society of NSW

20th May 2020

Director, Transport Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta, NSW 2124

Reference: Sydney Metro West Concept & Construction of Stage 1 SSI - 10038

Dear Sir/Madam

The Royal Agricultural Society of NSW (RAS) is pleased to have the opportunity to provide this submission to the Department regarding the above referenced application.

The RAS is a truly iconic Australian organisation and has been an influential force in the direction and development of Australian agriculture through competitions, education and events since its foundation in 1822. In 2022 we celebrate our bicentenary and enter our **3rd century** of continued operation.

Sydney Showground is at the heart of Sydney Olympic Park (SOP) and is operated by the RAS on a long term 99 + 99 year lease from the Sydney Olympic Park Authority (SOPA). Facilities include the Dome & Giants Stadium. The site is shown in the image below within the purple line.



The Importance of Transport

As identified by the Greater Sydney Commission (GSC) through its Central District Plan and more specifically, SOPA through its Sydney Olympic Park Master Plan 2030 (2018 review), the significant increase in residential, commercial and retail development intended to densify the GPOP region and the Sydney Olympic Park precincts respectively will significantly increase year-round activity. Projects such as Sydney Metro West and Parramatta Light Rail (PLR) Stage 2 are fundamental to a precinct of the stature of SOP both domestically and internationally and will enable the precinct to deliver on its vast potential for associated investment opportunities in business, trade, tourism and events (including business events) creating significant economic benefit to NSW and scores of new jobs.

SOP is NSW's premier sports and entertainment precinct, currently attracting over 10 million annual visitors including 1.7 million to Sydney Showground, despite being inadequately serviced by public transport. The proposed Sydney Metro West project is therefore supported by the RAS and we are excited about opportunities for the future that will also enable SOP to connect to the massive opportunities to be created by the Western Sydney Airport.

The existing lack of a state of the art 'high speed' rail service connecting Sydney Olympic Park both East and West is the single biggest handbrake to development of the precinct, particularly in relation to trade, employment, tourism and innovation and, with the area West of SOP anticipated to grow by approximately 1 million new residents over the next 20 years as already identified by the GSC to add to the existing 2 million population in this growth area, it is critical to assist in optimising the growth and benefits to NSW by connecting this population to and through GPOP.

We would, however suggest that with the decision to not include a station at Rydalmere in the current scheme, that the importance of PLR 2 (or its equivalent) has become more acute as, without this the opportunity to link to the burgeoning suburbs of Melrose Park and Wentworth Point to create an efficient network of transport will be lost and the creation of a 'Place' at SOP will be significantly diminished.

Sydney Showground Master plan

It is vital, however that with the development of Sydney Metro West and specifically a station at Sydney Olympic Park that we give visitors, customers and stakeholders as many additional reasons as possible to utilise this service and the SOP station, particularly Monday - Friday. The RAS has plans before Government for the improvement of the Government owned Showground site, incorporating both a convention centre/auditorium creating Western Sydney's premier convention & exhibition centre and an agricultural education and competition centre of excellence to further support the RAS's 'not-for-profit' charter, to invest in the promotion and education of agriculture and agricultural produce in NSW. This development has cleared Gate 2 of INSW's Assurance process and is awaiting confirmation of funding so it may proceed. This development, once delivered will create substantial demand for the Sydney Metro West service, particularly from Monday to Friday while also creating significant secondary benefits through demand for hotel rooms and retail and the associated benefits that will be reaped by the NSW economy. It is paramount to the success of SOP and its Metro West Station that this development is complete prior to the completion of Sydney Metro West or, unfortunately demand for the service at SOP will be sub-optimal.

A snapshot of the proposed master plan is provided in the image below for convenience.



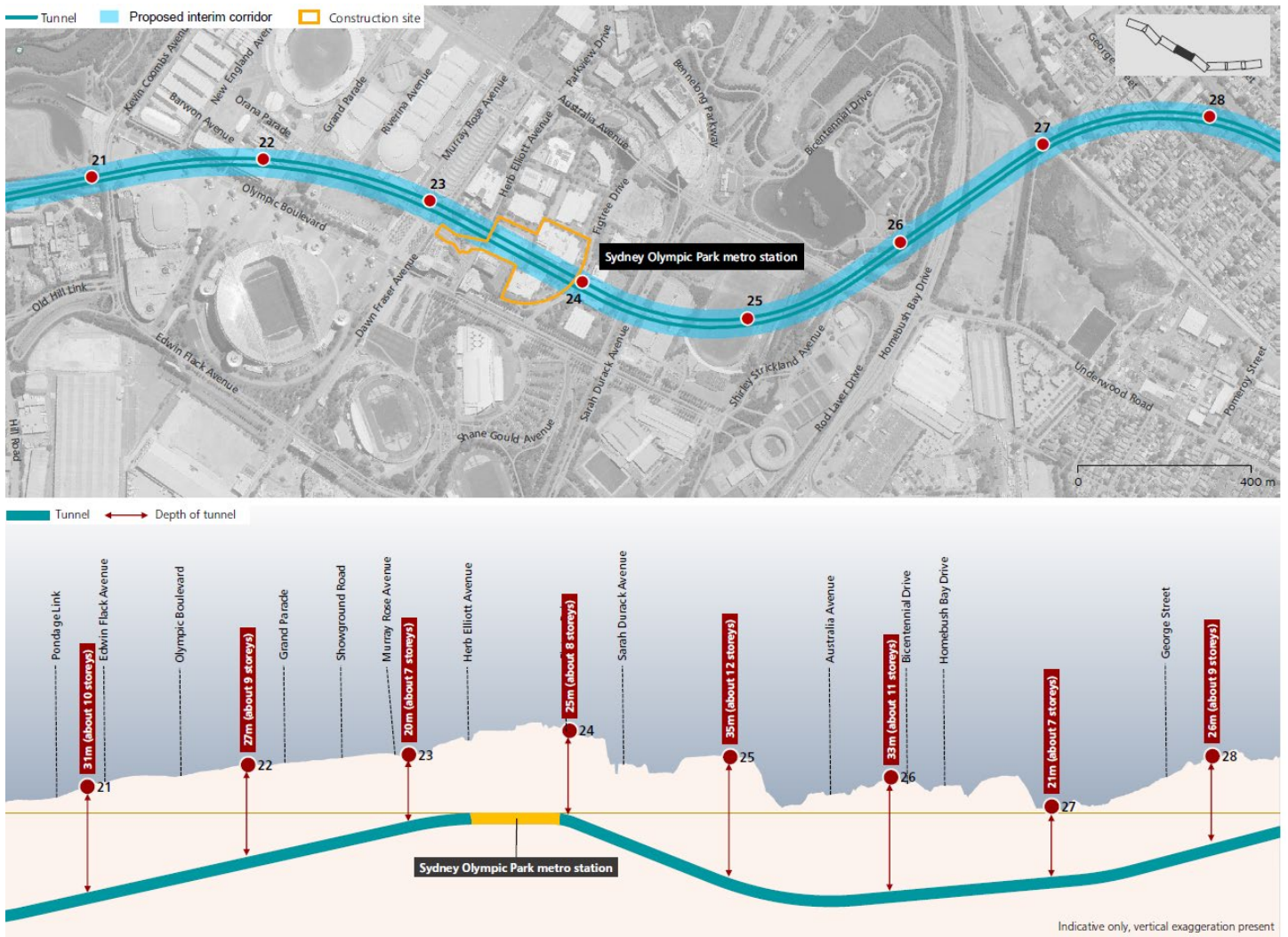
Jobs in Western Sydney

Critical public transport infrastructure such as Sydney Metro West will facilitate opportunity for residential development to support the growing population, particularly in Western Sydney but will also foster private investment that will lead to significant job opportunities badly needed in Western Sydney. Sydney Metro West will also create an efficient transport connection to Parramatta and Westmead supporting Government investment in those precincts by creating residential choices and significant lifestyle opportunities that will attract relevant personnel and their families. Despite improvements in public transport it is evident that, given a choice many residents of Western Sydney would work near home if the opportunity was available and it is of paramount importance to the quality of life to have choice, West Metro will help create this.

Route Topography, Noise & Vibration

The RAS notes the proposed route and depth for the twin tunnels and makes the following comments:

The plan identifies a depth of approximately 20m at Murray Rose Avenue. This is the location of the RAS Administration Building and Dome Foyer, the key access point for many of the Business and Entertainment Events held at Sydney Showground. It should be noted that existing occupied service tunnels under these locations have a depth of approximately 4m below ground level and should be thoroughly investigated to ensure sufficient depth is created to mitigate any potential construction noise or vibration impacts both during construction and operation. It should also be noted that the 'piers' supporting the Dome Foyer are of a greater depth than the aforementioned service tunnels.



Part C, Section 11 of the application identifies two Noise catchment Areas (NCA 08 & 09) and sensitive receivers (L08 & 09) and suggests noise and vibration impacts are anticipated to be mitigated with no impacts identified on RAS property, however neither of the receivers are located close to the Dome or Exhibition Halls and so we derive slim comfort from these findings. We draw your attention to the fact that Sydney Showground operates a 'sensitive' business events business outside the Sydney Royal Easter Show with many events such as exams, exam marking and conferences, located predominantly in the Dome and Exhibition Halls alongside Murray Rose Avenue and Showground Road respectively requiring quiet in order to operate and function. We respectfully request that specific testing be undertaken in this location to ascertain what impacts can be expected and what appropriate solutions will be employed to ensure our business and clients will be unaffected by either construction or operation of the project.

The RAS remains committed to assisting the Department, should you require anything further please do not hesitate to contact our Head of Project Development, Jonathan Seward on 9704 1281 or jseward@rasnsw.com.au.

Yours faithfully

Brock Gilmour
Chief Executive