



28 May 2020

Joint Industry Submission – Sydney Metro West Camellia station option

The Property Council of Australia (NSW), UDIA NSW, Urban Taskforce and the Western Sydney Business Chamber write in support of a united position that Camellia must be added as a location for a metro train station as part of Sydney Metro West.

Camellia was one of the five station options between Olympic Park and the Parramatta CBD considered in 2018. Subsequently the options narrowed between Camellia and Rydalmere. Now that Rydalmere has been ruled out as a candidate for a metro train station, our organisations jointly recommend further investigation into Camellia as the best option. We feel it has not been properly considered based on the evaluation described in Table 3-8 (below) within the Environmental Impact Statement (EIS), and we see the potential for outperformance for many of the evaluation criteria. It is essential that this investigation involve consultation with industry and community representatives (i.e. Council) as decisions of this type of city-defining infrastructure cannot be done in isolation.

Table 3-8: Performance of station options between Parramatta and Sydney Olympic Park against the network objectives

Station location option	Evaluation criteria						
	Customer benefits	Strategic land use and transport alignment	Productivity & jobs	Housing supply	Urban renewal & placemaking	Transport integration	Deliverability & value for money
Rydalmere	●	●	●	●	●	●	●
Camellia	●	●	●	●	●	●	●
Rosehill	●	●	●	●	●	●	●
Silverwater East	●	●	●	●	●	●	●
Silverwater West	●	●	●	●	●	●	●

We believe that a metro station, located at, or in proximity to, the Camellia Town Centre (exhibited by DPIE in 2018) would catalyse major urban renewal and result in a significant uplift in employment and residential floorspace in the Central City. Camellia could provide an interchange between Parramatta Light Rail and Sydney Metro West. There is also the possibility for ferry access providing one of the few locations in Sydney where three different public transport modes can interchange.

We note that the distance between Sydney Olympic Park and Parramatta is approximately 7 kilometres. It is highly unusual for metro rail lines to have such long distances between stations and we believe it would be a significantly missed opportunity to deny the location of an additional metro station west of Sydney Olympic Park at Camellia.

The Camellia Landholders Alliance has commissioned an analysis of an alternative route incorporating a metro station at Camellia (Appendix 1) which can be delivered through an additional 200 metres of tunnelling. Such a small amount of tunnelling should be prioritised and viewed as a city building project supporting the NSW Government's vision for Parramatta as Sydney's Central City.

Our organisations see clear strategic land use planning and transport alignment for Sydney Metro West at Camellia. The City of Parramatta's executive leadership and elected councillors express a strong preference for a station at Camellia, and the Council's Local Strategic Planning Statement, as endorsed by the Greater Sydney Commission, highlights the critical importance of Camellia to Parramatta as a future centre which could provide 5,000 jobs and 10,000 dwellings.

Research by Value Advisory Partners commissioned by the UDIA NSW shows that by separating out Rosehill and the Commercial Centre in the SA2 statistics, the industrial employment in Camellia has fallen 92% from its peak in 1976 to only 1,600 jobs today. This is below the number of jobs that existed in the 1930s. Camellia is an example of derelict and underutilised part of Greater Parramatta and provides substantial opportunity for urban renewal and is large enough to accommodate multiple uses at over 350 hectares, with the Town Centre only needing 35 hectares at the North Western gateway.

Camellia holds the long-term potential to strategically extend the land footprint of the Parramatta CBD by rezoning employment lands as exhibited by DPIE in 2018 as a 'Planned Precinct'. This would broaden the Camellia peninsula's economic base and transition towards an integrated mixed-use employment and residential hub, including a high-density core of smart jobs in commercial office and other employment in Camellia. This option has the potential to support a large increase employment in the Camellia/Rosehill SA2 in 2050 from 65,000 jobs without renewal to up to 131,000 jobs with renewal – catalysed by Sydney Metro West.

Our organisations request that Sydney Metro urgently prepares an option for a metro station at Camellia considering all the evidence, which seems to have been discounted throughout the consideration of the precinct. Government should move to manage this alternative route as part of the EIS consultation and make contractors reviewing tenders for Metro West aware of this alternate route.

The combination of Westmead, Parramatta and Camelia with three metro stations has the potential to extend the Parramatta CBD, to provide for an expanded economic footprint as Sydney looks to lift its' credentials as a globally competitive city.

Yours sincerely



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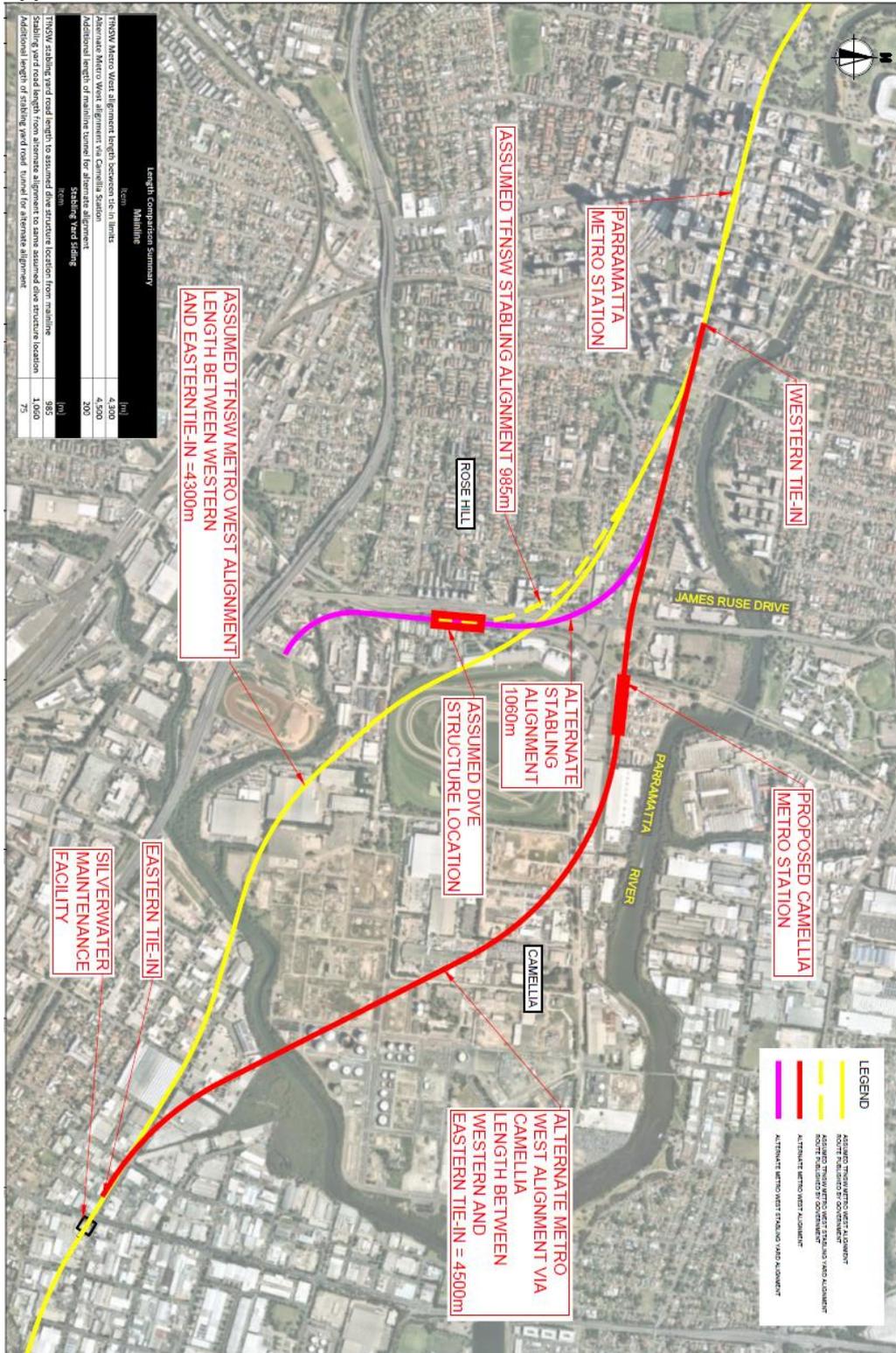


David Borger
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Attachments:

- Engineering analysis of an alternative route for Metro West that would incorporate a metro station at Camellia – May 2020 (commissioned by Camellia Landholders Alliance)
- Value Advisory Partners – Sydney Employment Lands Study - May 2020 (commissioned by UDIA NSW)

Appendix 1



Length Comparison Summary

Item	From	To	Length (m)
TNSW Metro West alignment length between tie in limits			4,300
Assumed Metro West alignment via Camella Station			4,500
Assumed length of structure for assumed stabiling yard			200
Assumed length of structure for assumed stabiling yard			985
TNSW stabiling yard length to assumed dive structure location from mainline			1,060
Stabiling yard length from alternate alignment to same assumed dive structure location			1,060
Additional length of stabiling yard 'road' turned for alternate alignment			75