



Introduction

Western Sydney University (“the University”) has supported the Sydney Metro – Western Sydney Airport (“the Metro”) since project inception, recognising its role as critical infrastructure for the Western Parkland City. We have consistently set out the case for a station in the University’s Penrith Campus to maximise the wider economic benefits of the Western Sydney Airport and significant social and economic benefits arising from its capacity to service the Quarter Penrith Health and Education Precinct. This includes 12,000 existing students of the University’s Penrith campus and NSW TAFE Kingswood campus, Nepean public and private hospitals and the Greater Penrith Collaboration Area.

Securing the right station locations for the Metro is imperative to the success of this project and positive catalytic transformation of the region. A station at Werrington, alongside the University’s Sustainable Innovation Community at the Penrith Campus, would contribute \$3.2 billion annually to the regional economy and stimulate smart jobs growth. With the ability to deliver immediate and long term social, economic and environmental benefits, **the decision not to proceed with a station at Werrington is extremely disappointing and short-sighted.**

As proposed, the project ignores the 25,000 jobs, 15,000 dwellings and 28,000 students that are forecast within the Quarter Penrith Health and Education Precinct. It goes against the principles of coordinated land use and infrastructure planning, and the vision for Sydney and its Western Parkland City. The decision for a no station alignment fails to maximise benefits in relation to addressing the deficiency in highly skilled jobs in Western Sydney, reducing residents and workers travel time and providing access to social infrastructure by public transport.

A station at Werrington, which anchors the transformed Penrith campus, offers a critical opportunity to provide a source of highly skilled, quality jobs in the education and health sector. This stands in contrast to the types of jobs being created in other parts of Western Sydney including the Aerotropolis and airport site itself, where the focus is generally on airport related jobs. The value of increased economic growth and diversification of employment include job creation along the corridor and:

- \$1.4 billion in wages each year
- \$1.84 billion contribution to the regional economy each year
- \$1.4 billion in revenue to the NSW Government through GST, stamp duties, payroll tax during construction and local development contributions)
- 64,400 job years (i.e. one year of work for one person).

The University and Quarter Precinct forms part of the Western Parkland City and an important economic centre for Greater Penrith and the outer Western Sydney corridor. It has been recognised as a health and education precinct for over 10 years. The need for, and benefits of a



rail extension through the precinct, was identified by the NSW Government Ministers for Penrith and Western Sydney (Stuart Ayres), Minister for Health (Brad Hazzard) and the then Minister for Education (Rob Stokes) more than 10 years ago.

The NSW Government needs to deliver a rail line for Western Sydney that supports job generation in the region beyond the construction phase. Without reconsideration of the station options, the Metro will have little long-term economic benefit and will create commuter suburbs that support workers leaving Western Sydney for jobs in the east.

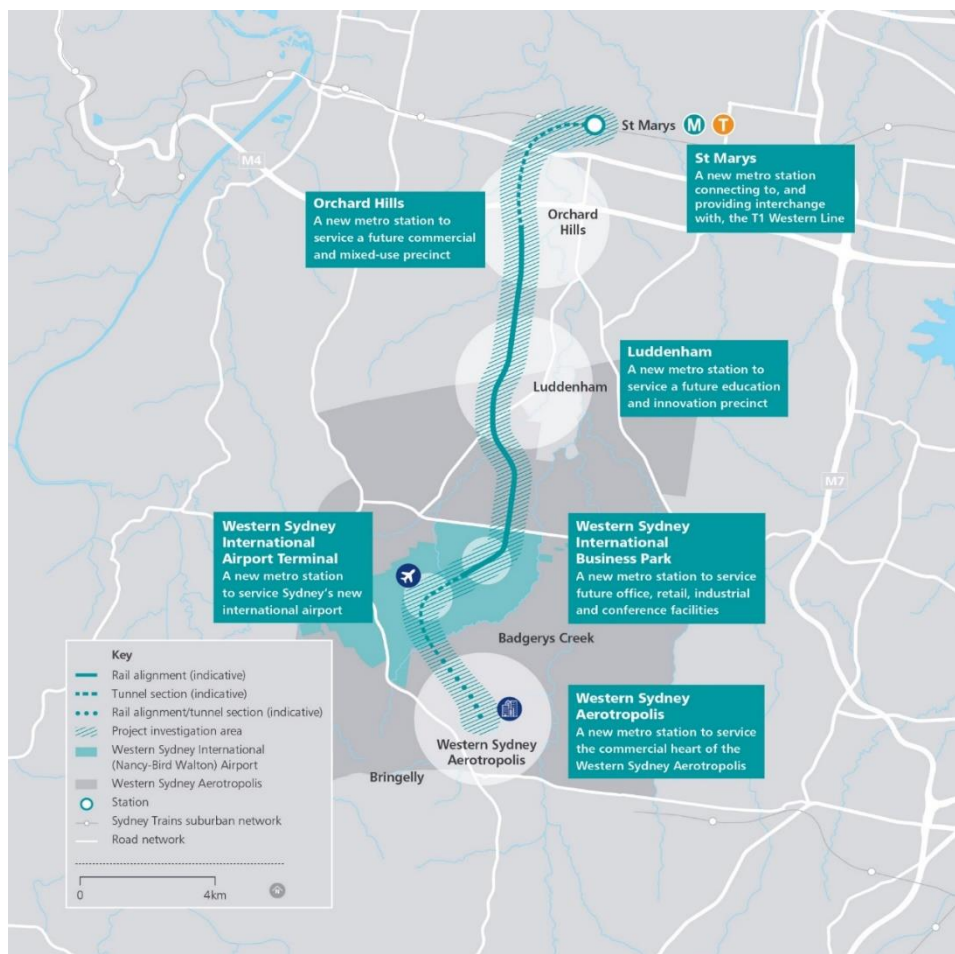
Proposal

The proposed development will deliver a new metro line to service the Western Sydney International (Nancy-Bird Walton) Airport, the Western Sydney Aerotropolis and interchange with the T1 Western Line at St Marys.

Construction and operation of the metro railway line is around 23 kilometres in length between St Marys in the north and the Aerotropolis Core precinct in the south, it comprises:

- a new metro station connecting to, and providing interchange with, the existing Sydney Trains suburban rail network at St Marys, north of Western Sydney International (WSI)
- two new metro stations between the existing Sydney Trains suburban rail network at St Marys and WSI; one at Orchard Hills and one at Luddenham within the Northern Gateway precinct (Sydney Science Park)
- two new metro stations within the WSI site; one at the Airport Terminal and one at the Airport Business Park
- a new metro station within the Aerotropolis Core precinct, south of WSI.

Potential future extensions to Schofields/Tallawong in Rouse Hill in the north and to Macarthur in the south are under consideration but do not form part of the project.





Response to the Options Scoping

The Environmental Impact Statement (EIS) describes the key determinants in identification of potential Metro stations as an efficient alignment, absence of natural constraints and land use uplift opportunities. An evaluation of shortlisted station options, including the University's precinct is outlined in Table 6-2 of the EIS (below).

Location	Customer needs	Support WSI & the Western Parkland City	Productivity & employment	Transport integration	Urban renewal & place making	Sustainable & deliverable solution
Western Sydney University precinct	●	●	●	●	●	●
Caddens	●	●	●	●	●	●
St Marys South	●	●	●	●	●	●
Orchard Hills	●	●	●	●	●	●
Luddenham Road	●	●	●	●	●	●
North Elizabeth Drive	●	●	●	●	●	●

● Strong alignment
 ● Some or neutral alignment
 ● Limited or no alignment

The assessment suggests that a station at the University would perform poorly against the 'sustainable and deliverable solution' objective and would have considerable construction, program and interface impacts and risk. The EIS also claims that a station at the University would require a fundamentally different construction strategy (and associated tunnel infrastructure) than envisaged for the project. In this regard, a station at the University would:

- need to be constructed concurrently with tunnelling activities that would also need to be located at the station site, resulting in a very large property impact requirement
- require the launch and support of four tunnel boring machines (instead of two) in addition to station construction requirements
- result in greater travel times for customers travelling between Western Sydney International and
- require an additional three kilometres of tunnel length that would require two tunnel portal facilities (compared with up to one as part of the tunnel between St Marys and Orchard Hills), increasing comparative costs and affecting overall value-for-money.

The University fundamentally disagrees with various aspects of this assessment, and highlights the following:

- the proposed site is held in single ownership and therefore limits property impacts
- the University offered reasonable contributions toward construction of the project
- a station at the University would generate significant economic and employment benefits with improved public transport connections.



A response to each of the metrics outlined in the EIS is provided in the following section.

Customer Needs

The University does not support the concept that a shorter travel time for patrons of Western Sydney Airport should come at the expense of an existing and significant patronage elsewhere, particularly when it impacts on economic benefits for the region.

The existing students and staff at the Penrith campus, along with students and staff of the TAFE campus, and patient and staff of the Nepean public and private hospitals, provides justification in itself for a new station to support the Quarter Health and Education Precinct. This population would provide an immediate patronage on opening for the Metro.

Penrith CBD and the University's precinct is located along the east west spine connecting Penrith to Parramatta and further east to the Sydney CBD. This corridor is the heaviest travelled work corridor in Australia due to the residential expansion in the western suburbs. Urban renewal opportunities in the region have allowed affordable residential properties that attract young, multi-lingual professionals and further enhance the productivity of this critical corridor.

The ability to move students, academics and medical professionals efficiently between Sydney's education and health precinct in Westmead, Liverpool and the Aerotropolis is also important to fulfilling objectives of the Greater Sydney Region Plan.

Support WSI and the Western Parkland City

Placing a new station in the Penrith campus provides a well-timed opportunity for the NSW Government to add to existing investments in education, health and transport in the region.

A direct transport link to an established, and growing, Health and Education Precinct through the Quarter would fast-track the activation of the 'Aerotropolis'. Access to a world-class hub that already includes a University campus, TAFE NSW campus and state-of-the-art public and private healthcare facilities would assist in the early phase transition of the proposed Aerotropolis into the 'Western City'.

By way of example, the University's LaunchPad is already established in the Penrith Campus and is the region's only start-up incubator and SME technology accelerator. LaunchPad provides intensive research, technology and business mentoring support to over 25 early stage entrepreneurs. The incubator draws on amplification principle, working to identify, develop, link, and grow the region's existing and emerging commercial ventures. LaunchPad is co-located with businesses in our first 5 Star Green Star rated commercial building. The facility, a catalyst for redevelopment of the campus sites, is fully leased and offers 5,500sqm of floor commercial floor space.

A key benefit of the project as provided on Transport for NSW's website (December 2018) is to provide transport options to support population, jobs and economic growth across Western Sydney as well as the Airport. Being a planned precinct for more than 10 years, a link and train station in the Penrith campus of the Quarter would have 15-minute walkable access to 28,000 students, 17,156 jobs and 12,000 homes – increasing to 25,000 jobs and 15,000 homes as part of the broader precinct which is still within 10-20 minutes (walk, cycle and bus) of a new station.



A no station option ignores the significant worker, student and residential population and is contrary to the project objective of supporting long-term success of the Western Parkland City.

Productivity and Employment

The vision for the redevelopment of the Werrington campus sites is to deliver the 'New City Generator' a precinct transformation project that brings together university, government, business and the community. Our goal is to demonstrate solutions to the shared global challenges faced in transforming suburban environments into sustainable urban communities.

The location of a new station in the Penrith campus would open access to health and education services. It would also stimulate private investment to drive employment outcomes, deliver a diversity in housing choice and improved amenity. A new station would also enable further co-location of education at all levels, and allow industry and community partnerships to flourish within the Quarter Penrith Health and Education Precinct.

A station in the Penrith campus provides a critical opportunity to develop highly skilled, quality jobs in the education and health sector. This stands in contrast to the types of jobs being created in other parts of Western Sydney including the Aerotropolis and airport. The types of jobs proposed in the Precinct would complement those at the Aerotropolis rather than compete with them.

Transport Integration

The University's Western Growth program supports the Greater Sydney Commissions vision for Sydney as a city of three cities and the '30-minute city' where residents can have quicker easier access to education and jobs. Currently 30 per cent of workers in Western Sydney travel outside of the area for work, often to the Sydney CBD. Ensuring Western Sydney identifies, amplifies and retains jobs growth in key areas is important. Investment in new transport infrastructure is critical to building jobs in Western Sydney.

At present, only 25 per cent of Penrith (LGA) community has access to a city centre within a 30-minute travel time, compared to the average of 39 per cent across Greater Sydney. To expand the 30-minute city catchment, Greater Penrith needs to become a more compact city that focuses its development around existing and new transport node

As destinations in Greater Penrith tend to be beyond the stations' 15-minute walking catchment area, large portions of the area are only served by bus. The current bus network has low frequency and indirect routes to maximise spatial coverage, however, this results in longer journey times. A station in Penrith campus that serves The Quarter Precinct would provide access for 28,000 students alongside 17,156 jobs and 12,000 homes.

The station catchment would extend beyond the 15 minute walkable catchment with the introduction of a proposed rapid bus (or future light rail/trackless tram) network along the Great Western Highway and transit link between the University and Nepean Hospital, capturing patronage and economic contribution from the 345 hectare Education and Health Precinct.

The Commonwealth and NSW Government have ambitions for a '30-minute city' where people have access by public transport to education, jobs and services within 30 minutes regardless of where they live. A station in Penrith Campus would be less than 30 minutes from strategic



centres including the Western Sydney Airport Aerotropolis and airport site, Penrith CBD, Blacktown, and Parramatta CBD – supporting The Quarter Precinct to emerge as an important economic and employment cluster, delivering jobs closer to western Sydney residents and in a location serviced by high quality and high frequency public transport. A no station alignment goes against the principles of coordinated land use and infrastructure planning and the vision for a 30-minute Western Parkland City.

Urban Renewal and Placemaking

A new station brings opportunity to establish a new town centre on the Werrington South campus site as part of the University's Penrith campus. Unlike an existing pure greenfield site or established urban renewal site for other new stations in the Sydney rail network, Werrington South benefits from existing infrastructure which would act as a major catalyst in attracting new development.

A new station would not only accelerate development, as the site is development ready, it would provide an immediate and growing train patronage for the Metro and rail network. This would generate other transformative projects including public domain improvements, accessibility and renewal in existing housing and local businesses.

Sustainable and Deliverable Solution

The University has sought to work collaboratively with government, and the private and public sectors to unlock the economic potential of a station in The Quarter Precinct and consider opportunities to share in the value created through property developments associated with large scale infrastructure. The University also benefits from significant landholdings within the the Health and Education Precinct and accordingly, is able to offer a contribution toward construction of the metro station.

A train station in the Penrith Campus enables a significant value capture contribution to within and beyond the walkable catchment. A new station will facilitate higher density and mixed-use development both within the walkable catchment and the broader Quarter Penrith that will contribute an additional \$1.4 billion in revenue to State Government through GST, stamp duties, payroll tax during construction and local development contributions and \$1.84 billion to the regional economy each year. Within 15-minute walking distance of a new station, would generate the following:

- 17,150 jobs
- 12,000 new homes
- 23,000 students
- \$1.84 billion in gross regional value per year
- \$6.42 billion construction value
- \$1.4 billion in revenue to the government

The broader precinct, which is within 5-20 mins, of a new station by bike, bus and walk, would generate the following:

- 25,000 jobs
- 15,000 new homes
- 28,000 students



- \$3.2 billion in gross regional value per year
- \$2 billion in revenue to the government

A no station alignment would result in a reduction and slow realisation of these benefits and contrary to the long-term growth of a key precinct within the Western City.



Opportunities

The University is currently in the process of a master planning for the redevelopment of the Penrith campus, located within the Quarter Penrith Health and Education Precinct. This redevelopment will see some of the campus land repurposed for the creation of an integrated mixed-use place with significant potential to transform the region bringing together university, government, industry and the community.

Advantages to a station in the WSU Precinct

Notwithstanding assessment of the Scoping Options detailed in the EIS, the University offers unique circumstances for the construction and delivery of a station within the Penrith campus and broader Quarter Precinct. Specifically:

- large site in single ownership (i.e. not fragmented land)
- existing zoning for urban development
- established infrastructure on the site (University, Hospital (Public and Private), TAFE)
- established transport infrastructure (interchange opportunity with Great Western Highway for park / ride, existing rapid bus links)
- development ready (water, wastewater, power and telecommunications)
- the University's catalytic proposal for up to 6,000-6,500 jobs, 7,000 homes and 18,000 students
- an origin and destination station, transporting people to and from the precinct throughout the day, not just the peak
- minimal environmental impact (no impact to any creek, native vegetation) - It is noted that the vegetation to be removed within a South Creek alignment is likely to result in significant biodiversity impacts (i.e. this land is not 'biodiversity certified') including loss of habitat for existing flora and fauna and some threatened species as well as increased edge effects for retained vegetation. It is also noted that the greatest extent of flooding occurs at the confluence of Blaxland Creek and South Creek on the southern side of the M4 Western Motorway in Orchard Hills
- no negative impact or disruption to existing businesses or residents.

Alignment with Strategic Policies and Funding

As part of the NSW Government's Metropolitan Plan, the Greater Sydney Commission outlines key priorities for the Western City District. These allow the region to capitalise on the significant economic opportunities afforded as a result of continued investment in transport infrastructure. In particular, the overarching priorities outlined in the Western City District plan include:

- creating and providing access to a diversity of jobs, goods and services
- encouraging a diversity in housing
- enhance Greater Penrith as Sydney's Western gateway.



A new station in the Penrith campus would assist in the delivery of these priorities.

Furthermore, it complements key Government policies focussed on creating a more sustainable education and health ecosystem in Western Sydney, such as:

- *NSW State Infrastructure Strategy*: continuous improvements to education infrastructure and emphasis on integrating education facilities as part of integrated precincts
- *NSW Premier's Priorities*: improve educational outcomes and increase the number of people completing apprenticeships/traineeships. This investment will amplify educational opportunities for Penrith and the Region including work integrated learning
- *NSW Department of Industry Corporate Plan*: provide tailored education that suits business and industry in Greater Penrith and the Region, student placements and a graduate workforce
- *Increased investment for redevelopment of Nepean Hospital*: funding commitment for Stage 2 of the redevelopment of the Nepean Hospital supported by enhanced connectivity and investment and greater opportunity for business provide the initial spine of a transport network to service the Western Parkland City, providing a reliable, efficient public transport option for existing and future residents, customers and employees of the Aerotropolis and Western Sydney International and associated businesses in Western Sydney.

Future Transport Solutions

The University acknowledges that the Metro project has developed to a point that provides a sufficient level of certainty to stakeholders. However, the success of the project is contingent upon securing the right stations in the right locations with the view to maximise economic, social and environmental outcomes arising from the construction of significant transport infrastructure. This includes future transport solutions that address the current situation in Greater Penrith where 80 per cent of trips are undertaken by car and transport connectivity is one of the top three priorities for the community.

Based on the expected increase in population in this area, the Government would need to invest in future transport connectivity in the longer term if the Precinct does not have access to the new Metro route.

Through the City Deal, the NSW Government is assessing a rapid bus network to complement the Metro project and serve key centres within the Western Parkland City. These would provide feeder services to the future mass transit spine and serve other key destinations, rather than providing connectivity along the whole corridor. It is imperative that these initiatives are developed alongside stakeholders including the University so that a truly integrated transport solution can be achieved to the benefit of the region.

Initiatives include:

- rapid bus connection to better connect key destinations south of the railway line, linking the City Centre with Nepean Hospital, WSU and TAFE campuses and St Marys
- cycling connections between Penrith City Centre and The Quarter
- a Travel Plan for The Quarter Health and Education precinct
- public transport service through WSU Kingswood and TAFE NSW Kingswood campus
- prioritising Great Western Highway, east of O'Connell Street, as a key east-west transit corridor parallel to the rail line
- walking/cycling/public transport green bridge over the rail line near Werrington Campuses

Opportunities to improve the Quarter's connectivity include the provision of a continuous and direct cycling connection from Penrith City Centre, to St Marys, via the Quarter, and improved pedestrian connectivity from Kingswood Station to Nepean Hospital, University and the TAFE NSW campuses.

To ensure that customers would embrace the shift to active/public transport, infrastructure and service provisions will need to be coupled with better customer experience, such as by providing shelters, seating and real-time information in key bus stops along the rapid bus corridor. The dispersed nature of the Precinct along with, urban heat island effect and lack of accessible and safe footpaths make active transport more difficult if not supported by a Metro station.

Conclusion

Securing the right locations for the Metro is the key to success of this project. A station in the University's Penrith Campus and broader Quarter Penrith Health and Education Precinct would contribute \$3.2 billion annually to the regional economy and stimulate job growth in the important health and education sector.

The University urges the government to reconsider the decision not to proceed with a station in the Precinct and work to achieve an outcome that delivers the significant economic, social and environmental outcomes envisaged by our proposal.

The NSW Government must deliver a rail line that supports job generation in Western Sydney beyond the limitations of construction and airport-related employment. Without reconsideration of the station options, the Metro will have little long-term economic benefit for the education, health and knowledge-intensive industries in Western Sydney.