

25 June 2020

Director – Transport Assessments
Department of Planning, Industry and Environment
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Sydney Metro West – Concept and Stage 1

I write in relation to the *Sydney Metro West – Concept and Stage 1 Environmental Impact Statement* currently on public exhibition by the Department of Planning, Industry and Environment (the Department).

The Urban Taskforce strongly supports the inclusion of a station at Pyrmont and welcomes its inclusion for further analysis in the EIS documents. However, Urban Taskforce urges Transport for NSW and the Department to add Camellia as a location for a metro train station as part of the 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, we recommend further investigation into Camellia as the best option.

Urban Taskforce believes that Camellia has not been properly considered based on the evaluation described in Table 3-8 (below) within the Environmental Impact Statement and we see the potential for outperformance for many of the evaluation criteria.

To date there has been a manifest failure to consult with industry or Council and this has resulted in a massive under-estimate of the benefits (future employment and housing) as well as an over-estimate of the costs of a station box at Camellia. The information provided to Sydney Metro West by the Greater Sydney Commission provided through the GOP-PIC analysis has been universally challenged by industry representatives and separately, by Parramatta Council.

Urban Taskforce believes that it is essential that this investigation involve consultation with industry and community representatives (for example, City of Parramatta Council) as decisions of this type of city-defining infrastructure cannot be done in isolation.

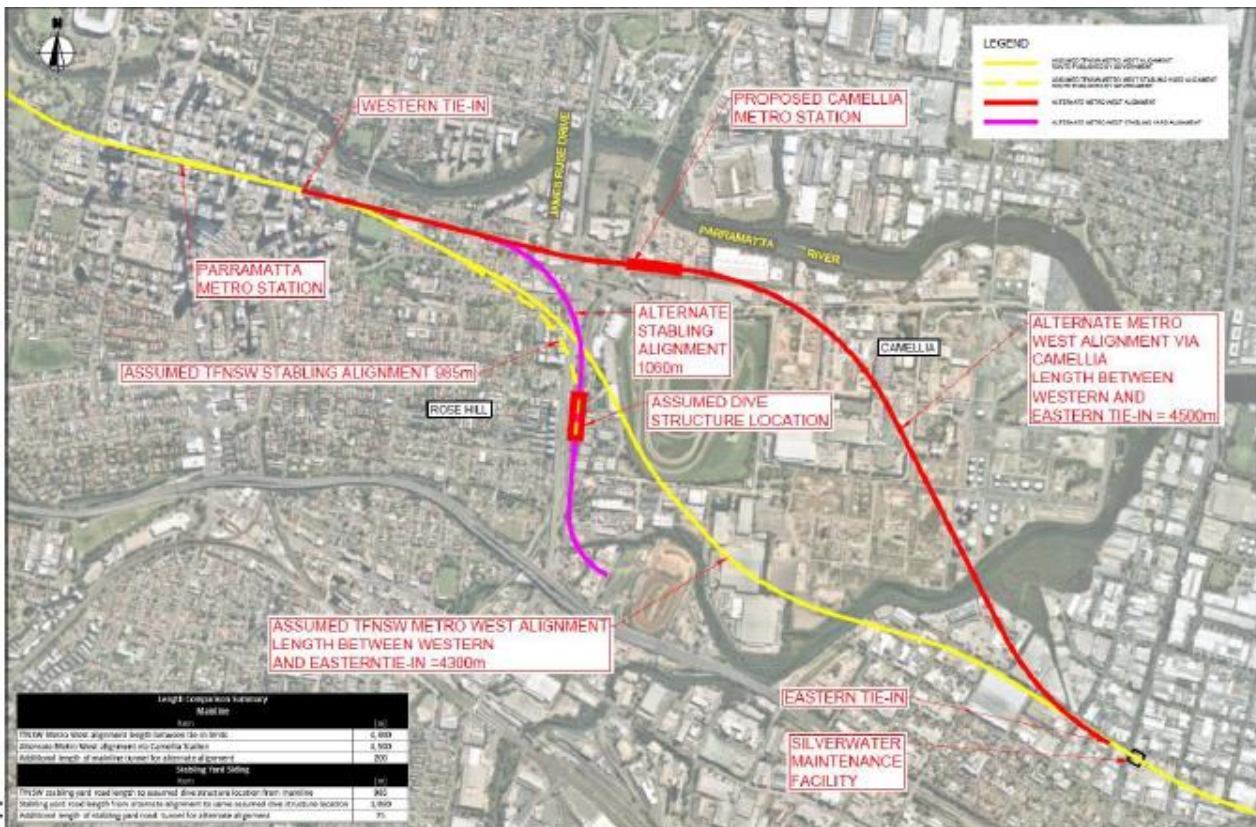
We believe that a metro station, located at, or in proximity to, the Camellia Town Centre (exhibited in DPIE in 2018) would catalyse major urban renewal and result in a significant uplift in employment and residential floorspace in the Central City. Camellia could provide an interchange between Parramatta 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. Urban Taskforce strongly disputes the traffic light analysis presented at table 3-8 below.

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	●	●	●	●	●	●	●
Camelia	●	●	●	●	●	●	●
Rosehill	●	●	●	●	●	●	●
Silverwater East	●	●	●	●	●	●	●
Silverwater West	●	●	●	●	●	●	●

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 Camelia.

The Camellia Landholders Alliance has commissioned an analysis of an alternative route incorporating a metro station at Camellia (below) 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.



We 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. This is significantly greater than the benefits accrued to Camellia in the GSC's analysis.

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 in 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.

The Urban Taskforce requests that Sydney Metro urgently prepares an option for a metro station at Camellia considering all the evidence and includes only the marginal cost of the preparation of a station box at Camellia along with a modest re-alignment of the route. It should be noted that the land-owners have advised that they would be in a position to cover the cost of the station development if the housing and commercial densities and heights anticipated by Parramatta Council were realised.

Government should move to manage this alternative route as part of the EIS consultation (and if necessary, prepare for a supplementary exhibition process) and make contractors reviewing tenders for Metro West be aware of this alternate route.

The combination of Westmead, Parramatta and Camellia 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. For the sake of an extra minute to 90 seconds of travel time, the opportunity to expand the second city of Sydney with the inclusion of a metro stop at Camellia should not be missed.

The Urban Taskforce is always willing to work closely with the Government to provide a development industry perspective on these issues.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tom Forrest', written in a cursive style.

Tom Forrest
Chief Executive Officer