

# Julie Owens MP

Your local Federal Member for Parramatta



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Planning and Assessment  
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## **Sydney Metro West SSI-10038 Submission**

I write in support of the Sydney Metro West proposal. I welcome new stations in the Parramatta CBD and Westmead to support the anticipated population and employment growth across the Parramatta Electorate and Western Sydney. Metro West will also be crucial to reducing the stress on our current public transport services to and from Parramatta.

However, I have serious concerns and objections to aspects of the Sydney Metro West project. Outlined below are objections to the Sydney Metro West based on feedback from residents and businesses/institutions within the Parramatta Electorate

### **Failure to include a Metro Station between Parramatta CBD & Olympic Park**

My community is extremely disappointed that there will be no station built between Parramatta and Sydney Olympic Park.

As initially proposed, a Rydalmere Metro station would provide direct public transport for students attending Western Sydney University while at the same time supporting the projected jobs growth in Rydalmere. Western Sydney University has campuses at Rydalmere, Parramatta CBD and Westmead. A direct Metro service between all 3 campuses would have been a game changer for the University as it expands and positions itself as one of the premium tertiary institutions in Australia.

Alternatively, a Camellia Metro station would support the anticipated housing growth and revitalisation of this former industrial zone and the planned expansion of the Australian Turf Club, a significant employer and visitor attraction in our region.

The population of Parramatta is projected to almost double by 2036, with most residents living in apartments. Fast and frequent public transport services within walking distance from home and work will be essential to the livability of the Parramatta Electorate.

Without a station between the Parramatta CBD and Sydney Olympic Park the NSW Government has failed to deliver on its promise to support Parramatta to become the second city of NSW.

In May I wrote to residents advising them that the Sydney Metro West was not proposing a station at Rydalmere or Camellia. I invited them to sign a petition to the Hon Andrew Constance MP, Minister for Transport, asking him to reconsider this oversight before construction begins so the people of Western Sydney can truly be served by Metro West.



At the time of writing more than 845 people have signed this petition (see Attachments A, B, C). Many signatories have also forwarded comments and a sample is shown below.

**Ravi** - *"If Macquarie Uni can have a station so close to Macquarie Park why shouldn't Western Uni have a Metro station to cater to students and those working in the industrial Rydalmere precinct. This issue must be taken up vigorously - not allowed to be buried"*

**Helen** - *"They should be supporting the travel to the uni, plus your right with housing going into that area the metro would be perfect. Unfortunately, they don't seem to care about our area, they want a 20-minute train. Why not just leave the regular trains from the station as the 20-minute options? They have some through trains from the station."*

**Lee** - *"As your letter said that purpose of initial planned to build the metro is to facilitate the public and solve the inconvenient situation between nearby residents also Western Sydney university. Without a station between the Parramatta CBD and Sydney Olympic park the NSW Government has failed to deliver on its promise and that lost purpose to build metro also that new metro just a waste of taxpayers resources because we have train station between Parramatta to Olympic already."*

**Jan** - *"I am at a loss as to why the Sydney West Metro has rejected the proposal of having a Metro station at Rydalmere, for the following reasons*

- *WESTERN SYDNEY UNIVERSITY is literally a hop skip and jump away from where the proposed Rydalmere Station was supposed to be located.  
"Parramatta is rapidly becoming the heart of Sydney's business, creative and cultural landscape. Western's Parramatta campus offers cutting-edge facilities and technology. Gives access to world-class academics. Connects you to the epicentre of a future yet to be imagined."*
- *A Metro Station at Rydalmere would provide easy access to all students that wish to attend WESTERN SYDNEY UNIVERSITY.*
- *As a local resident I have seen WESTERN SYDNEY UNIVERSITY grow physically in size with several new multi-level buildings, housing an increase number of students.*
- *I have also seen an increase in the number of students driving their cars to WESTERN SYDNEY UNIVERSITY and parking and clogging up our nearby streets. Surely if these students had access to the Sydney West Metro, they would leave their cars at home and catch the Metro.*
- *In addition, for all those students who find WESTERN SYDNEY UNIVERSITY hard to get to i.e. catch a train to Parramatta station then catch a bus to WESTERN SYDNEY UNIVERSITY Campus, the Metro would provide an opportunity for easier access to WESTERN SYDNEY UNIVERSITY.*

### **Sydney Speedway**

It is proposed that the Clyde stabling and maintenance facility be constructed at a site bounded by James Ruse Drive, Unwin Street, Shirley Street and the M4 Motorway in Clyde. The area is currently zoned industrial and private recreation and includes NSW Government owned land leased to the Sydney Speedway. The State Government's decision to terminate the Sydney Speedway's (Valvoline Raceway) lease of the land is a huge blow to the operators and stakeholders.

In 1925 the current site of the Sydney Speedway was dedicated to the State Government for a showground and public recreation purposes. The showgrounds were converted to a purpose-built clay track for Sprint Cars in 1977. Sydney Speedway is a motorsport venue with the capacity to become the world's best in dirt track racing but also, given the opportunity, to increase usage in the community for events and markets that will broaden its appeal to the Greater Western Sydney region.

Over 100,000 spectators visit the Sydney Speedway each season. It is fun and affordable entertainment for families and motorsport fans alike. Sydney Speedway engages over 13 Racing Divisions that attracts over 2000 competitors and crews to the venue, injecting over \$247 million into businesses associated with the industry and Sydney Speedway. When combined the intrastate, interstate and overseas competitors, crews and their supporters generate over \$15 million in accommodation and direct expenditure bringing major economic benefits to the Parramatta area. This figure is for the 2016/2017 race season which included approximately 33 events.

Firstly, the forced closure of the Sydney Speedway will have a detrimental effect on businesses within the Parramatta area. Consideration must be given to the viability of businesses impacted by this decision. Compensation or strategies to support the transition of these businesses must be developed in consultation with those effected businesses and implemented by the NSW Government within an agreed timeframe to ensure the ongoing viability of these businesses.

The Sydney Speedway (Valvoline Raceway) lease extends to June 2021 with an option of a further 5 years on approval from the Minister.

I have been advised that during the past 2 years Sydney Speedway has been in regular communication with Crown Lands regarding negotiations for a new 30-year lease. Based on this understanding of long-term tenure, Sydney Speedway invested significant money on capital improvements (over \$1.5 million spent on upgrading corporate facilities with the contracted works completed as recently as November 2019), staffing and activities to improve the long term development of the sport in Parramatta and across Australia. The Sydney Speedway in Parramatta operates in conjunction with speedways in Murray Bridge, South Australia and Toowoomba, Queensland and forms a tri-state championship. Losing Sydney Speedway will compromise this tri-state championship and well as other national and international racing that relies on the Sydney Speedway.

The State Government has announced it intends to relocate the Speedway to Sydney Motorsport Park. This proposed relocation of the Sydney Speedway to an alternative site identified within the Western Sydney Parklands is cited in the Environmental Impact Statement. In February 2019 a NSW Government announcement advised that \$33 million would be provided to improve the drag facilities and relocate motorcycles NSW. However, at the time of writing Sydney Speedway has not received any firm commitment from the NSW Government of a relocation or funding. There is also talk that the Dragway is now facing opposition to their relocation to Sydney Motorsport Park from competitors.

#### **Land Swap to compensate for loss of RE2 Private Recreation within the City of Parramatta**

In addition to the loss of the Sydney Speedway, there is an objection to the proposed rezoning of the land and the need for a commitment from the NSW Government for a land swap. The current speedway site is zoned RE2 Private Recreation. The site is surrounded by IN1 General Industrial and IN3 Heavy Industrial land.

With the Parramatta population set to double by 2036 there is increased pressure to deliver the necessary open space and recreational facilities to support all our residents. It is concerning that as part of the Sydney Metro West project there is no provision for additional recreational space to compensate for the RE2 land currently leased to the Sydney Speedway. This land has a long history of delivering public recreational facilities and there needs to be an assurance that an area of equivalent

size, zoned for private or public recreation, will be provided within the local vicinity. This must be in addition to any future land leases to the Sydney Speedway.

I would encourage discussions between the NSW Government and City of Parramatta Council to ensure that this "land swap" proceeds and that the proposed site is viable in terms of delivering open space for recreational facilities. Any offer must be accompanied with adequate funding from the NSW Government to ensure the site is accessible, appropriately remediated (if necessary) and upgraded to a standard that provides for recreational use.

#### **Impacts to World, National, Commonwealth, State and Local Heritage**

While I note in 12-4 and 12-5 that there are believed to be "*limited impacts to World, National and Commonwealth Heritage*" there is no guarantee. Therefore, I highlight the significance of all non-aboriginal heritage within the vicinity of the project and seek assurances that lengths will be taken to protect these culturally, socially and economically important heritage sites.

I also seek further clarification about the potential direct impacts to the World Heritage listed Old Government House within Parramatta Park as a result of the stage 1 tunnel alignment. I note the EIS states "Stage 1 construction sites were selected to avoid direct impacts to State and local heritage items where possible, including State heritage listed Parramatta Station and Roxy Cinema (Parramatta)". However, this does not provide an assurance that there will be no direct impacts and there needs to be further details provided as to how the project will be managed to mitigate any direct impacts to all significant heritage items.

#### **Cumulative impacts on Aboriginal Heritage and archaeological sites**

The EIS discusses the cumulative impact of the Sydney Metro West on Aboriginal objects or areas of archaeological potential, around the Parramatta metro station and the proposed power supply route. I support all efforts to reduce the cumulative impact on the areas near watercourses and the mapped extent of the Parramatta Sand Body. I raise concerns about the cumulative impact on these areas as a direct result of the high levels of redevelopment within the Parramatta CBD and proposed development, including Sydney Metro West.

In conclusion, I welcome long overdue improvements to public transport that will help to improve connectivity between Parramatta and Greater Sydney. In providing that support I also trust that due consideration will be given to the objections and comments presented in this submission.

Regards



**Julie Owens MP**

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