

3 May 2022

Sydney Metro West Planning Team
Sydney Metro

RE: Western Sydney Leadership Dialogue Submission on the 'Sydney Metro West - Rail infrastructure, stations, precincts and operations' environmental impact statement (EIS)

The Western Sydney Leadership Dialogue (the Dialogue) welcomes the publication of the 'Sydney Metro West – Rail infrastructure, stations, precincts and operations' environmental impact statement and the opportunity to comment on this critical planning document.

Sydney Metro West (SMW) is an essential piece of infrastructure that will change how transport and movement will happen within and between the Central and Eastern Cities. The Western Rail line has been the backbone of Sydney's economy for generations, and by effectively doubling passenger capacity between Parramatta and Sydney, SMW will unlock tremendous economic opportunity for future generations, particularly in fast-growing Greater Western Sydney.

The placement of each of the Sydney Metro stations, and the precincts that will evolve around them, will play a large role in the customer experience and transform the areas where they will be located. As such, the Dialogue appreciates the opportunity to comment on this city shaping project.

Given the scale of the Sydney Metro West project, as well as the amount of investment set to occur surrounding station areas, there is an opportunity to capture social value along the SMW corridor to ensure a substantial community dividend is realised from one of the largest dollar-value investments in public infrastructure. As such, the Dialogue has recommended the below to government in our discussion paper, '[Humanising Infrastructure](#)', with the SMW providing the perfect opportunity to introduce a new, deliberate and coordinated approach to social procurement.

The Dialogue welcomes the inclusion of the (planned) Parramatta Light Rail – Stage 2 (PLR2) station into the Sydney Olympic Park Sydney Metro station plan (section 9.2.2 and 9.3.3). Due consideration has been given to the design of the Sydney Olympic Park Metro station as a transport interchange between the Metro West and PLR2, and given the necessity of the PLR2 to Western Sydney, the Dialogue welcomes this. We note, however, the PLR2 project has been deferred indefinitely.

The Dialogue also notes that there has been no specific consideration given to housing, and more importantly social and affordable housing, within each station precinct plan in the EIS. While perhaps beyond the scope of the EIS, the volume of development generated by this project will demand further discussion around the scale and nature of residential development that is provided, and the opportunity for the project to catalyse new supply of social and affordable housing.

The Dialogue recommends a 30% inclusionary zoning mandate within a 1km radius of new metro stations, including the full range of "affordable" housing typologies (including key worker and student housing, sub-market rental, rent-to-buy, shared equity ownership, etc.) as well as build-to-rent

housing. The Dialogue would greatly welcome this being considered in the future when planning over and adjacent-station developments, and related developments (sections 5.4.4 and 5.4.5). You can read more about it in ['The Dialogue's Five Point Plan for Social & Affordable Housing in GWS'](#).

Again, the Dialogue welcomes the substantial progress on delivering SMW in the publication of the rail infrastructure, stations, precincts and operations EIS, and the hard work of the Sydney Metro team in getting the EIS to this point. We look forward to further discussions with the team over the coming months as the EIS is refined and finalised.

Should you wish to discuss any aspect of this submission, or any other matter, please contact me at adam@westernsydney.org.au.

Regards,

A handwritten signature in black ink, appearing to be 'ADAM LETO', written in a stylized, cursive-like font.

ADAM LETO
Executive Director