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**Sydney Business Chamber:**  
*Helping Sydney maximise its potential as a leading global city.*

Sydney Business Chamber is a division of NSW Business Chamber which represents 30,000 businesses across the state.

### **Re: Rydalmere (strategic optional station location)**

The Western Sydney Business Chamber is pleased to provide feedback on the Sydney Metro West Rydalmere strategic optional station location on behalf of our members. We thank you for the opportunity to do so. We are eager to see the transformational effect that the Sydney Metro West project will have on the Greater Parramatta and Olympic Peninsula (GPOP) region.

The Western Sydney Business Chamber represents more than 115 of the region's leading business, community, and government organisations and is a vocal advocate for the opportunities to expand the Western Sydney economy and create more quality jobs locally for our growing community.

We are excited to see the Metro being extended to the heart of Western Sydney. It has the potential to be a great place-making project, better connecting our sprawling city, and building the backbone of what will one day be a fully integrated metro system serving the three cities identified in the Greater Sydney Commission's *Metropolis of Three Cities* strategy. The great city shaping effects of Metro should not be understated, and that is why it becomes crucial to ensure that stations at strategic locations provide maximum uplift for the community and meet public policy goals of boosting economic activity and jobs in Western Sydney.

The stations identified in the initial proposal are supported, however we see limited upside for Western Sydney when so few of the stops are located within the region itself. In looking at the West Metro we must think beyond short-term timeframes. We need to ensure that the future vision for Western Sydney is taken into account and that the network is future proofed and the long-term vision realised. The current Western line was built in 1854, 165 years later; we have witnessed both its transformative role in developing Western Sydney as well as its capacity limitations, which has been the primary genesis for Sydney Metro West. We must look at the Metro with the same time horizon.

The Chamber notes that Sydney Metro West will have up to five metro stations between Sydney CBD and Sydney Olympic Park but no stations between Parramatta and Sydney Olympic Park other than the consideration for Rydalmere. It is important to note that as the stations skew towards the city, the pressure relief that the Metro provides for the Western Line diminishes. It is vital to ensure that a line that is at 150% capacity at peak, and will be an absolute capacity by 2031 is unburdened.

We understand and appreciate the potential time cost that Rydalmere poses, due to both the extra distance but also the curvature of the rail, with additional time taken on this journey. However, this should not be the only criteria used for choosing stations.

Parramatta is rapidly developing to become Sydney's second city centre, a singular achievement compared with other Australian cities. However, there are unique geographical constraints to Parramatta CBD, with significant housing already developed in the North, and the southern part of the area under serviced by existing transport infrastructure. Parramatta CBD will reach its commercial office capacity within 30 years from the completion of the Metro and would benefit from an auxiliary suburb to help support the growth of the Central City. Rydalmere, a stop on the Parramatta Light Rail and North-East of Parramatta makes it a strong contender

as one of the logical expansion precincts for a greater City of Parramatta and would be strengthened in this role through a metro connection.

Rydalmere offers a significant intensification opportunity with large land holdings held by a cluster of owners including the NSW Government, Western Sydney University, AMP Capital, Goodman and Charter Hall. Property NSW are also responsible for a site seeking to convert land occupied by Family and Community Services into a residential development. There are currently 2,544 dwellings (approximately 6,232 people) planned for this site. Which, if serviced by Metro would also attract commercial office interest and act as a catalyst for future development. In addition, Western Sydney University is also seeking to add community facilities and a mixed-use development providing over 1,100 new dwellings (approximately 3,602 people) at the Rydalmere Campus.

If Rydalmere Metro Station does not proceed, it is vital that an additional stop is added to the Sydney Metro West, with Camellia being the strongest candidate for such a stop. This would provide a strong intermediary stop between Parramatta and Olympic Park, and allow for commercial and residential development in line with the Camellia Masterplan, which currently has a proposal for 24,500 people. We also note Parramatta Council's strong support for a station at Camelia, which their studies have shown to deliver strong investment into the area. We commend Sydney Metro West team to consider the City of Parramatta submission on Camellia as an alternative station location if Rydalmere is unsuccessful.

An intermediate station will only help strengthen Parramatta Light Rail, providing modal shifts however, if a metro station is not located in Rydalmere or Camelia, then the case for Parramatta Light Rail Stage 2 is strengthened. The Chamber has been a vocal advocate for the project and is very concerned that the NSW Government intends to abandon the project or alter it in such a significant way as it undermine its compatibility with Stage 1. We will continue to advocate for Stage 2 of Parramatta

Light Rail to ensure continuity along the line and not require mode shifts. However if a mode shift was required, Rydalmere would serve as a strategic location with connection to Parramatta and Olympic Park.

Overall, Western Sydney and GPOP needs an additional station, especially with such a dramatic increase in population density, with City of Parramatta's population expect to hit 379,000 in 2036, an additional 144,500 compared with 2016. This growing population will require strong transport connections to jobs centres in Parramatta, Sydney Olympic Park and the Sydney CBD.

The long-term benefits of an intermediate station at either Rydalmere or Camelia are compelling for the Central City and GPOP and need to be carefully weighed in relation to public policy priorities to grow the Western Sydney economy and create more jobs in the Central and Western Parkland Cities. A skewed station system to the east of Sydney Olympic Park will not help to reduce the pressure on Australia's most congested train line nor likely see the economic shift to the west that we need to balance our city.

The Western Sydney Business Chamber looks forward to working with the Sydney Metro West team as the project progresses.

Kind regards



**David Berger**  
**Executive Director**