

# Appendix B

## Strategic planning review



# Parramatta Light Rail Stage 2

## Environmental impact statement



A summary of the plans and strategies relevant to the need for, and development of, the project is provided below.

### **B-1 State and metropolitan planning**

#### **The Greater Sydney Region Plan – A Metropolis of Three Cities**

*The Greater Sydney Region Plan A Metropolis of Three Cities* (Greater Sydney Commission, 2018a) sets a 40-year vision (to 2056) and establishes a 20-year plan to manage Greater Sydney's growth and change. *A Metropolis of Three Cities* is built on a vision for growing Greater Sydney based on a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City – where most residents live within 30 minutes of jobs, education, health facilities, and other services. The Central River City is centred around Parramatta.

#### ***Rebalancing economic and social opportunities***

This rebalancing of economic and social opportunities is needed to respond to the growth of Greater Sydney. As Greater Sydney's population is projected to grow to eight million over the next 40 years, and with almost half of that population residing west of Parramatta, it is necessary to leverage that growth and deliver the benefits more equally and equitably across Sydney. The vision for Greater Sydney's growth, and the concept of three cities, aims to ensure that residents have quick and easy access to jobs and essential services, and that housing and infrastructure is appropriately planned and located.

#### ***Growth of the Central River City***

*A Metropolis of Three Cities* notes that the Central River City will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney, with its population is projected to increase from 1.3 to 1.7 million people over the next 20 years. The plan recognises that this will transform many parts of the Central River City from a suburban to an urban environment, with a resultant increase in the need for services and infrastructure across the city.

#### ***GPOP as the core of the Central River City***

*A Metropolis of Three Cities* recognises the metropolitan centre of Greater Parramatta (including the Parramatta CBD, North Parramatta and Westmead) as the core of the Central River City. It also confirms the economic role of the broader Greater Parramatta and the Olympic Peninsula (GPOP) corridor.

With regard to GPOP, the plan states that:

- GPOP is integral to the vision of *A Metropolis of Three Cities* and the Central River City.
- Economic activity and infrastructure investment in the Central River City will be focused in GPOP.
- The transformation of GPOP will assist in rebalancing opportunities across the Greater Sydney Region.

The plan recognises the importance of public transport in achieving its vision for greater Sydney. It notes that it will be critically important to integrate the mass transit network with the economic corridors (including GPOP), centres, transit-oriented development, urban renewal, and health and education precincts.

The plan can be accessed here: [A Metropolis of Three Cities | Greater Sydney Commission.](#)

### **Project consistency:**

A *Metropolis of Three Cities* includes 10 directions and 40 objectives for the future of Sydney. The project is consistent with the following objectives:

- Objective 15 – The Eastern, Greater Parramatta and the Olympic Peninsula, and Western Economic Corridors are better connected and more competitive.
- Objective 19 – Greater Parramatta is stronger and better connected.

The project would ensure that people and places in Sydney's Central River City, as defined by *A Metropolis of Three Cities*, are connected by an effective, integrated transport network, which is fundamental to supporting growth – providing access to jobs, housing, education, recreation activities and business interactions.

The plan references both stages of Parramatta Light Rail, and states that Parramatta Light Rail (together with Sydney Metro West) will be a catalyst for realising the vision for the Central River City and GPOP.

### **Building Momentum: State Infrastructure Strategy 2018-2038**

*Building Momentum: State Infrastructure Strategy 2018-2038* (Infrastructure NSW, 2018) (*State Infrastructure Strategy 2018-2038*) was current during project planning and development.

*State Infrastructure Strategy 2018-2038* sets out the NSW Government's infrastructure vision for the state, and establishes the strategic directions, projects and initiatives to meet the State's infrastructure needs. The strategy is underpinned by Future Transport 2056 (described below) and *A Metropolis of Three Cities*.

#### ***Aligning with the growth of the three cities***

*State Infrastructure Strategy 2018-2038* recognises that different parts of NSW face different opportunities and needs and sets geographic directions for infrastructure planning, investment and policy. The strategy recognises that the NSW Government has set a new vision for growing Greater Sydney based on a metropolis of three cities. It endorses the concept of the three cities as the foundation for Greater Sydney's future land use and infrastructure development.

The strategy recognises the importance of the timely provision of infrastructure, which is responsive to growth and development needs and is integrated with land use planning and development.

#### ***Central River City's infrastructure needs***

With regard to infrastructure provision and transport planning in the Central River City, the strategy notes that:

- Infrastructure investment in Sydney needs to shift westwards, firstly to the Central River City.
- The Greater Parramatta area and the GPOP corridor are poorly connected to areas to their north and south and would benefit from a faster high capacity connection to the Harbour CBD.
- Sydney Olympic Park is a major recreation and events destination within the Central City, but is poorly connected to the rest of the city.

With regard to light rail, the strategy notes that:

- Reallocating road space in key corridors to more efficient and sustainable modes is critical – modes such as light rail, buses and active transport that will maintain high patronage levels throughout the day.
- The previous State Infrastructure Strategy Update 2014 recommended delivering Parramatta Light Rail.

The strategy can be accessed here: [State Infrastructure Strategy 2018-2038](#).

### **Project consistency:**

*State Infrastructure Strategy 2018-2038* recognises the Parramatta Light Rail Stage 2 project and states that it ‘... is intended to link Stage 1 of Parramatta Light Rail near Rydalmere to Sydney Olympic Park, crossing the Parramatta River via a new bridge at Wentworth Point. Improving connectivity to Sydney Olympic Park and the Wentworth Point peninsula will increase accessibility and help to cater for growth’.

The project is consistent with the following strategic directions for transport contained in *State Infrastructure Strategy 2018-2038*:

- Support the development of a three-city metropolis for Greater Sydney by investing in transport infrastructure that provides high frequency and high-volume access to, and connectivity between, each of the three cities, while enhancing local amenity.
- Invest in transport infrastructure that is integrated with land use to create opportunities for agglomeration and enhance productivity, liveability and accessibility, in support of the policy goal of a ‘30-minute city’.
- Re-allocate road space in key commuter corridors to give priority to the most productive and sustainable transport modes.

The project is consistent with the following strategic directions contained in the strategy for the Central River City:

- Improve intercity and intracity transport connections and improve north-south transport connections.
- Improve walking and cycling connections.

Parramatta Light Rail Stage 2 is shown in the strategy as a proposed transport project for the Central River City. The following recommendation includes reference to the project:

- 67. Infrastructure NSW recommends that Transport for NSW develop the business case for Stage 2 of Parramatta Light Rail project by the end of 2018 to enable the NSW Government to make an informed investment decision on the project.

### **Staying Ahead: State Infrastructure Strategy 2022-2042**

*Staying Ahead: State Infrastructure Strategy 2022-2042* (Infrastructure NSW, 2022a) (*State Infrastructure Strategy 2022-2042*) was released in May 2022. The strategy sets out Infrastructure NSW’s advice to the NSW Government on the infrastructure needs and priorities of the State for the next 20 years, and beyond.

*State Infrastructure Strategy 2022-2042* is framed around nine long-term objectives that are expected to inform the NSW Government’s decision making in relation to infrastructure delivery in the coming years. These objectives link to the NSW Government’s policy and reform priorities, including supporting the competitiveness of NSW’s industries, quality of life through high quality services, the State’s resilience, and the transition to a net zero economy.

*State Infrastructure Strategy 2022-2042* recognises the role that infrastructure investment will continue to play in the future development of Greater Sydney, including the Central River City – noting that the accessibility and liveability of the Central River City will be improved by enhancing radial transport links, growing its economic catchment, and supporting its attractiveness as a centre for economic, jobs, and housing growth.

With regard to infrastructure, land use and service planning, the strategy recognises that while the NSW has made progress in taking a place-based approach to integrated planning, there are opportunities to refine, formalise and embed the practice more broadly. This includes better coordinating prioritisation and sequencing of infrastructure and precinct delivery, in line with growth between and within identified new development areas and precincts. The strategy recognises the successful delivery of the Place-based Infrastructure Compact model pilot for GPOP (described in section B-3).

In line with this, the strategy recognises the importance of prioritising and sequencing investments in priority precincts in Greater Sydney, including the delivery of outcomes for GPOP and the Central River City.

The strategy can be accessed here: [State Infrastructure Strategy 2022-2042 \(nsw.gov.au\)](https://www.nsw.gov.au/state-infrastructure-strategy-2022-2042).

#### **Project consistency:**

The project is consistent with the following strategic directions and recommendations contained in the *State Infrastructure Strategy 2022-2042*:

- Deliver efficient transport networks to support thriving cities, businesses and communities.
- Invest in public transport networks to support growth of Greater Sydney.
- Fund and deliver enabling infrastructure to support approved or pending housing supply.
- Fund and deliver a prioritised active transport infrastructure program to support liveability and 15-minute neighbourhoods.
- Coordinate infrastructure, land use and service planning to meet housing, employment, industry and community needs.
- Optimise the use of industrial and urban services lands through integrated strategic land use planning with infrastructure investment.
- Deliver more housing, jobs, amenities and services in locations where there is spare capacity in existing and planned infrastructure.

The strategy recommends that the NSW Government aim to achieve a balance between megaprojects (such as Parramatta Light Rail Stage 2) and medium-sized and smaller investments that can be delivered in staged programs. The *State Infrastructure Plan 2022-23* (Infrastructure NSW, 2022b) considers the recommendations of the strategy and has developed initiatives to mitigate the risks identified.

## **Future Transport 2056**

Future Transport 2056 was a suite of strategies and plans for transport, including the *Future Transport Strategy 2056* (Transport for NSW, 2018) developed in conjunction with *A Metropolis of Three Cities* and supporting district plans, and the *State Infrastructure Strategy 2018-2038*. Future Transport 2056 was current during planning and development of the project.

Future Transport 2056 provides an integrated 40-year vision, directions and outcomes for transport in NSW, with infrastructure and services underpinning the delivery of these directions across the state. The strategy focuses on the role of transport in delivering movement and place outcomes that support the character of places and communities for the future.

### ***Integrated and connected network***

The vision for the future of transport is for road and transport links to form part of an integrated and connected network across the Greater Sydney region, between and within each of the three cities described in *A Metropolis of Three Cities*. The vision for the future of transport in Greater Sydney is based on 12 customer outcomes. These outcomes include transport providing convenient access, supporting

attractive places, and providing 30-minute access for customers to their nearest centre by public transport. Each of these outcomes reinforce the importance of public transport that connects people and jobs and supports urban amenity.

### **City-serving services**

The *Future Transport Strategy 2056* includes outlines a vision for a three-tiered integrated network of corridors across the three cities that will support the efficient movement of people and goods throughout Greater Sydney. This network includes a middle tier consisting of ‘city-serving services’, which are higher density corridors within 10 kilometres of metropolitan centres (such as the Greater Parramatta) providing high frequency access to metropolitan cities/centres with more frequent stopping patterns.

Future Transport 2056 can be accessed here: [Shaping the future | Future Transport \(nsw.gov.au\)](#).

### **Project consistency:**

The project is consistent with Future Transport 2056, as it would expand Parramatta Light Rail’s role in providing for high-frequency transport connections, strengthening the linkages between Greater Parramatta and other origins and destinations in the Central River city. It would support efficient and reliable journeys for people accessing services and jobs in the Central River City and GPOP.

The *Future Transport Strategy 2056* notes that the development of the Central River City will require improved 30 minute public and active transport access to Greater Parramatta. To support this, the focus will be on new city-serving connections, particularly from the north and south. A new light rail network for Greater Parramatta will also support local access and urban renewal.

Parramatta Light Rail Stage 2 is included in the strategy as a committed initiative (0-10 years) for Greater Sydney.

## **Future Transport Strategy**

The *Future Transport Strategy* (Transport for NSW, 2022a) was released in September 2022 and replaces Future Transport 2056. The *Future Transport Strategy* sets the strategic direction for Transport for NSW to achieve world-leading mobility for customers, communities and businesses.

The *Future Transport Strategy* is aligned with work by the (now) Greater Cities Commission to develop a new regional plan for the ‘Six Cities Region’, encompassing the Lower Hunter and Greater Newcastle City, Central Coast City, Illawarra-Shoalhaven City, Western Parkland City, Central River City and Eastern Harbour City. The strategy recognises that transport will be integral to achieving the NSW Government’s vision for the Six Cities Region.

The *Future Transport Strategy* provides the direction for Transport in NSW based on three outcomes:

- connecting our customers’ whole lives
- successful places for communities
- enabling economic activity.

The strategy sets 14 strategic directions to guide Transport for NSW’s work to achieve these outcomes.

The strategy takes a customer-first, unified, multimodal approach to managing customer journeys. The aim is to connect customers and communities with a safe, reliable, sustainable and integrated transport system, and to help guide the allocation of transport funding.

### ***Integrated transport and land use planning***

The *Future Transport Strategy* reinforces the concept of the 30 minute city, to ‘...ensure most people can access key destinations by public transport in 30 minutes’. The strategy notes that: ‘In established suburbs, Transport will support State agencies and councils’ urban renewal and local infill developments around centres and public transport corridors by reviewing new infrastructure and services so they are aligned with growth and place-based objectives’.

Light rail is identified as part of a three-tiered approach to establishing Regional Connected Networks between and within the six cities. The strategy notes, as part of Tier 3 (‘connecting within regional cities, centres and towns’), that local connections within cities and centres will be improved with a mix of transport, including light rail. The strategy recognises the need to establish seamless interchanges between the three transport tiers and offer customers attractive public transport alternatives to achieve the 30 minute city and Regional Connected Networks.

### ***Community and liveable places***

The strategy recognises the importance of supporting growth, and Transport for NSW’s responsibility to deliver a positive impact to communities, including a commitment to high-quality design underpinning each stage in delivering transport infrastructure. The strategy notes that Transport for NSW will ‘...deliver smarter integrated transport and land use planning, with a focus on making places more liveable and sustainable, and creating new connections between communities’.

Future transport plans and place-based transport plans will be developed in accordance with the strategy to define short, medium and long term initiatives. The future transport plans will replace the Greater Sydney Services and Infrastructure Plan developed under Future Transport 2056 (described below).

The strategy can be accessed here: [Future Transport \(nsw.gov.au\)](https://www.nsw.gov.au/future-transport).

### **Project consistency:**

The project is consistent with the following strategic directions and actions contained in the *Future Transport Strategy*:

- C1 Connectivity is improved across NSW:
  - C1.1 Enhance 30-minute metropolitan cities
  - C1.2 Connect our regional cities, centres, towns and villages
- C2 Multimodal mobility supports end-to-end journeys:
  - C2.1 Support car-free, active, sustainable transport options
- C3 Equitable, accessible and secure transport for all:
  - C3.2 Develop an inclusive transport system enabling access to services and places for all
- P1 Supporting growth through smarter planning:
  - P1.2 Support growth around public transport
  - P1.3 Ensure public transport is available on day one
- P2 Transport infrastructure makes a tangible improvement to places
  - P2.1 Support thriving and healthy 15-minute neighbourhoods
  - P2.4 Build well-designed transport infrastructure that makes places more liveable and successful.

The project is recognised in the strategy as part of the future passenger rail network (light rail) in the Central River City, connecting the Parramatta CBD to Sydney Olympic Park.



## Greater Sydney Services and Infrastructure Plan

The *Greater Sydney Services and Infrastructure Plan* (Transport for NSW, 2018), which forms part of Future Transport 2056, sets the strategic direction for transport in NSW over the next 40 years. Building on the State-wide transport outcomes identified in the *Future Transport Strategy 2056*, the plan identifies specific transport outcomes for Greater Sydney, and the policy, service and infrastructure initiatives to achieve these outcomes.

### *Vision for city-servicing transport services*

The plan defines the vision and characteristics for Sydney's future transport networks, including the city-servicing network proposed by the *Future Transport Strategy 2056*. It notes that city-servicing services, which include light rail, have the following characteristics:

- a high to medium capacity to meet demand providing access to higher density areas with frequent stops along the corridor
- access to high frequency services across the day with ongoing investigation into delivering turn-up-and-go services
- the ability support higher density land use.

The plan can be accessed here: [Greater Sydney Services and Infrastructure Plan | Future Transport \(nsw.gov.au\)](https://www.transport.nsw.gov.au/greater-sydney-services-and-infrastructure-plan).

### **Project consistency:**

The project is recognised as a committed initiative (0-10 years) (subject to final business case and funding) as one of the projects for the Central River City to 'deliver new mass transit, motorway links and city-servicing transport to improve 30 minute access to centres by public transport, particularly Greater Parramatta, support more efficient freight movements and support better places.'

### **Previous strategic context**

Prior to the key recent strategies and plans described above, earlier strategies also provided a context for the development of light rail in Parramatta:

- Parramatta Light Rail was a long-term action of the (then) *NSW Long Term Transport Master Plan* (Transport for NSW, 2012a) to improve access, connectivity and public transport capacity in greater Parramatta.
- *Sydney's Light Rail Future* (Transport for NSW, 2012b) recognised the importance of light rail for Western Sydney and committed to working with the City of Parramatta Council on a light rail feasibility study focussed on Parramatta's CBD.
- One of the planning directions in Sydney's then metropolitan strategy, *A Plan for Growing Sydney* (NSW Government, 2014a), was to grow Greater Parramatta as Sydney's second CBD by connecting and integrating the Parramatta CBD, Westmead, Parramatta North, Camellia and Rydalmere through the proposed Parramatta Light Rail.
- *A Plan for Growing Sydney* also included an action to consider the potential for the Parramatta Light Rail to improve connections between the various precincts in GPOP, Greater Parramatta and the Global Economic Corridor.



## B-2 Regional/district planning

### Central City District Plan

The Greater Sydney Commission's five district plans are a guide for implementing *A Metropolis of Three Cities* at a district level. *A Metropolis of Three Cities* notes that Greater Sydney's three cities reach across five districts – Western City District, Central City District, Eastern City District, North District and South District. The 20-year plans for the five districts are a bridge between regional and local planning. The purpose of district plans is to inform local environmental plans, strategic planning (including preparation of housing strategies and community strategic plans) and the assessment of planning proposals.

The *Central City District Plan* (Greater Sydney Commission, 2018b) applies to the area in which the project is located. The Central City District is the central and major component of *A Metropolis of Three Cities'* Central River City. The plan states that:

- The Central City District will be the fastest growing district over the next 20 years, with have an overall population growth of around 550,500 and demand for an additional 207,500 dwellings.
- The focus of growth will be on well-connected walkable places that build on local strengths and deliver quality public places.
- The demand for additional homes will need to be provided through urban renewal, land release and infill development – particularly in GPOP.

The plan notes that urban renewal of GPOP will be transformative, capitalising on its location close to the geographic centre of Greater Sydney, and radial connections to Macquarie Park, the Harbour CBD, Bankstown, Liverpool, Western Sydney Airport and Blacktown.

Greater Parramatta is a metropolitan centre in the *Central City District Plan*, and Sydney Olympic Park is a strategic centre. Greater Parramatta is described in the *Central City District Plan* as: 'Covering an area of more than 1,400 hectares, Greater Parramatta encompasses Parramatta CBD, Parramatta North Precinct and the Westmead health and education precinct, connected via Parramatta Park... It is the core of the Central River City'.

The plan is available here: [Central City District Plan | Greater Sydney Commission](#).

#### Project consistency:

The project is consistent with the following planning priorities in the *Central City District Plan*:

- Priority C1 Planning for a city supported by infrastructure.
- Priority C9 Delivering integrated land use and transport planning and a 30-minute city.
- Priority C6: Creating and renewing great places and local centres, and respecting the District's heritage.
- Priority C7: Growing a stronger and more competitive Greater Parramatta.
- Priority C8: Delivering a more connected and competitive GPOP Economic Corridor.

The project is consistent with these priorities as it would increase the number of dwellings living within 30 minutes of strategic centres by public transport. It would support the growth of Greater Parramatta and GPOP economic corridor and enable the planning of identified growth areas to be integrated with the provision of necessary infrastructure. The project would connect the strategic centre of Sydney Olympic Park with Greater Parramatta – the Central City District's metropolitan centre.

The plan recognises the project as key transport-related initiative and includes the following relevant actions:

- 10b. Deliver healthy, safe, and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by prioritising opportunities for people to walk, cycle and use public transport.
- 29. Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along GPOP Economic Corridor.
- 30. Prioritise transport investments that enhance access to GPOP Economic Corridor and between centres within GPOP Economic Corridor.
- 48b. Strengthen Sydney Olympic Park through approaches that coordinate land use and infrastructure planning around the future for Parramatta Light Rail Stage 2 and Sydney Metro West stations at Olympic Park.

### **B-3 Planning for GPOP**

Future planning for GPOP has developed in the context of the plans and strategies described in sections C.1 and C.2, and the previous versions of those plans.

#### **Greater Parramatta and the Olympic Peninsula vision**

The GPOP was first identified as a 'priority growth area' in the 2014 Sydney metropolitan strategy *A Plan for Growing Sydney* (NSW Government, 2014a). The plan stated that recognising this area as a priority growth area provided an opportunity, using the planning process that existed in NSW at the time for nominated 'priority growth areas', to build on existing infrastructure and target growth that can take advantage of and support the growth of Parramatta CBD.

The Greater Sydney Commission released *Greater Parramatta and the Olympic Peninsula* (Greater Sydney Commission, 2016) to provide the vision for GPOP. GPOP is described as a 4,000 hectare area spanning 13 kilometres east–west from Strathfield to Westmead, and seven kilometres north–south from Carlingford to Lidcombe and Granville, taking in:

- the Parramatta CBD and Westmead health and education precinct
- next generation living from Camellia to Carlingford
- advanced technology and urban service sectors in Camellia, Rydalmere, Silverwater and Auburn
- Sydney Olympic Park lifestyle precinct.

The vision for GPOP is that it 'will be Great Sydney's true centre – the connected, unifying heart'.

*Greater Parramatta and the Olympic Peninsula* outlines the future growth path for GPOP along with a series of directions and proposed actions aimed at achieving a liveable, productive, and sustainable growth area.

The vision document is available here: [GPOP Vision](#).

#### **Project consistency:**

The *Greater Parramatta and the Olympic Peninsula* vision document states that Parramatta Light Rail will form the spine of GPOP, anchored by Parramatta CBD and Westmead at its western end, and Sydney Olympic Park at the eastern end. It notes that the light rail will connect the precincts within GPOP, reinforcing its role as the centre of Greater Sydney.

It recognises that Parramatta Light Rail will connect the new infrastructure — public and private — in the GPOP area, and that GPOP will benefit from the light rail's high-frequency 'turn up and go' schedule to residential, employment, cultural and education destinations.

The project delivers on the following two directions detailed in *Greater Parramatta and the Olympic Peninsula* through the provision of a fast and reliable public transport system with linkages to the broader Greater Sydney transport network (rail network, bus, ferry and active transport links), enabling travel beyond GPOP:

- Direction 7: Design Parramatta as our central '30-minute city', with good connectivity within GPOP and beyond to the north, south, east and west.
- Direction 12: Shape attractive and effective built environments and public spaces that reflect a focus on great urban design and environmental excellence.

## **Greater Parramatta Interim Land Use and Infrastructure Implementation Plan**

Recognising the importance of GPOP to Greater Sydney, the *Greater Parramatta Interim Land Use and Infrastructure Implementation Plan* was released in 2017 (Department of Planning and Environment, 2017) as part of the planning process for this nominated (then) priority growth area.

The plan includes a land use framework to guide future redevelopment of GPOP and identifies key actions for the short term to allow government agencies to identify and plan for required infrastructure. It notes that GPOP incorporates land in the following precincts – Westmead, Parramatta North, Parramatta CBD, Harris Park, Camellia, Rydalmere, Carlingford Corridor (including Telopea and Dundas), Silverwater, Sydney Olympic Park and Carter Street, Wentworth Point, Homebush and Parramatta Road.

The plan forecasts more than 72,000 additional dwellings and more than 113,000 additional jobs within the area over the next 20 years. It notes that key transport initiatives like Parramatta Light Rail and Sydney Metro West present an opportunity to plan for even more jobs and housing.

The plan is available here: [Greater Parramatta LUIP](#).

### **Project consistency:**

The plan recognises that Parramatta Light Rail is one of the key infrastructure items needed to support the growth of the Greater Parramatta area.

The plan includes 'Enhance Transport and Connectivity Infrastructure' as one of the key actions, committing to continue to work with Transport for NSW to create an accessible and well-connected priority growth area, including planning for future major projects such as the Parramatta Light Rail.

## **GPOP Place-based Infrastructure Compact**

The Greater Sydney Commission identified that there has traditionally been a lack of integration between land use and infrastructure planning to meet community needs as an area experiences significant growth. The Greater Sydney Commission piloted a new collaborative land use and infrastructure planning model to focus on overall place outcomes for GPOP. This took the form of the Place-based Infrastructure Compact – a strategic planning model that looks holistically at a place to better align growth with the provision of infrastructure (Greater Sydney Commission, 2019). The pilot focussed on GPOP in recognition of its strategic and economic importance – as home to over 190,000 people and more than 150,000 jobs (respectively 4.3 per cent and 7 per cent of Greater Sydney's total (Greater Sydney Commission, 2019)).

The Place-based Infrastructure Compact identified infrastructure needs and costs, defined growth scenarios, and recommended sequencing for the delivery of infrastructure to support growth of GPOP. The analysis considered opportunities to leverage committed infrastructure investment such as Sydney Metro West and Parramatta Light Rail.

The infrastructure identified was assessed against an outcomes framework, which linked the strategic planning objectives of *A Metropolis of Three Cities* to place-based performance indicators, system and service-specific indicators related to NSW Budget Outcomes, and then to economic benefits for evaluation.

The outcomes framework guided development of a place-based strategic business case for GPOP by 10 NSW Government agencies, coordinated by the (then) Department of Planning, Industry and Environment (DPIE). The business case refined and optimised the suite of infrastructure projects, including transport infrastructure.

The Place Infrastructure Compact model – described in *A City Supported by Infrastructure: Place-based Infrastructure Compact Pilot* (Greater Sydney Commission, 2019) – recommended three phases of development for GPOP:

- Phase 1 focused on precincts where growth can be aligned with already committed infrastructure such as Parramatta Light Rail Stage 1 to support job creation and new development.
- Phase 2 focused on aligning growth with future city-shaping infrastructure such as Sydney Metro West and Parramatta Light Rail Stage 2.
- In the remaining precincts, the PIC model recommended that the existing uses be retained, with a potential review as new transformative infrastructure is delivered.

The infrastructure compact is available here: [A City Supported by Infrastructure | Greater Sydney Commission](#).

#### **Project consistency:**

The strategic business case recommended an infrastructure package that included supporting Parramatta Light Rail Stage 2 (proposed as a 0 to 10-year project). The project supports the growth and development of a number of the Phase 2 precincts described by the Place Infrastructure Compact.

## **B-4 Parramatta City and local planning**

### **City Plan 2036**

The City of Parramatta's Local Strategic Planning Statement *City Plan 2036* (City of Parramatta, 2020a) provides a 20-year land use vision for the City. The plan identifies priorities for jobs, homes and infrastructure, and looks at the role of Parramatta as part of Greater Sydney.

The plan contains priorities and actions to help achieve the vision for Greater Parramatta as the core of the Central River City, as defined by *A Metropolis of Three Cities* and the *Central City District Plan*.

The plan sets the vision for Parramatta: 'In 20 years Parramatta will be a bustling, cosmopolitan and vibrant metropolis, the Central City for Greater Sydney. It will be a Smart City that is well connected to the region, surrounded by high quality and diverse residential neighbourhoods with lots of parks and green spaces. It will be innovative and creative and be well supported by strong, productive and competitive employment precincts. It will be a place that people will want to be a part of.'

The structure plan for the City of Parramatta in *City Plan 2036* defines Camellia and Rydalmere as providing 'key urban services' and Melrose Park, Wentworth Point, Sydney Olympic Park and Carter Street as 'additional housing (growth precincts)'.

#### **Project consistency:**

The project provides connectivity between the centres of Greater Parramatta and Sydney Olympic Park, and nominated growth and urban service areas in Melrose Park, Wentworth Point, Sydney Olympic Park and Lidcombe (the Carter Street precinct).

The project (together with Parramatta Light Rail Stage 1) is shown on the structure plan, which has a key principle of 'prioritise delivery of city-serving transport links'.

The project is consistent with the following local planning priorities:

- Priority 1. Expand Parramatta's economic role as the Central City of Greater Sydney.
- Priority 3. Advocate for improved public transport connectivity to Parramatta CBD from the surrounding district.
- Priority 4. Focus housing and employment growth in GOP and Strategic Centres; as well as stage housing release consistent with the Parramatta Local Housing Strategy.

The project would support the delivery of the structure plan for Parramatta, providing key city-serving transport infrastructure. It is consistent with a range of policy directions and actions under the plan, including:

- P6 Support the planning for the Sydney Metro West and Parramatta Light Rail Stage 1 projects; and advocate for these city-shaping transport links: Parramatta to Epping, Parramatta to Western Sydney Airport, Parramatta to Norwest, Parramatta to Kogarah via Bankstown and Parramatta Light Rail Stage 2.
- P7 Encourage the design of development in Growth Precincts, Strategic Centres and Local Centres that maximises accessibility to, and safety of, existing and planned public transport services, including heavy rail, light rail, bus and ferry which includes technological innovation and improved liveability, sustainability and place management outcomes.
- P10 Stage Planning Proposals in Growth Precincts at Parramatta East, Camellia, Melrose Park and Westmead based on the timing of the Sydney Metro West project, Parramatta Light Rail Stage 2 (or equivalent infrastructure) and other heavy and light rail infrastructure consistent with the Parramatta Local Housing Strategy.
- P13 Plan for the majority of housing growth over the next 20 years to be delivered in GOP, consistent with the Structure Plan Map and as per the City of Parramatta Local Housing Strategy.
- P35 Advocate for bringing-forward the Sydney Metro West delivery, as well as other city-shaping transport (Parramatta to Epping, Parramatta to Western Sydney Airport, Parramatta to Norwest, Parramatta to Kogarah via Bankstown and Parramatta Light Rail Stage 2) and with improved walking and cycling access and public spaces to those services.
- A1 Advocate for the delivery of an integrated transport network that enables growth of employment centres, and connects the district to metropolitan Sydney, to support jobs growth.
- A13 Collaborate with Government to fast track the future planning and delivery of these city-shaping transport links: Parramatta to Epping, Parramatta to Western Sydney Airport, Parramatta to Norwest, Parramatta to Kogarah via Bankstown and Parramatta Light Rail Stage 2.

## Local Housing Strategy

The *Local Housing Strategy* (City of Parramatta, 2020b) provides direction on where and when future housing growth will occur to 2036 and beyond, consistent with the strategic priorities on housing contained in the *Central City District Plan*. The *Local Housing Strategy* provides the evidence of significant forecasted housing growth occurring in growth precincts led by NSW Government agencies or the City of Parramatta. It also sequences this growth based on delivery of key dependencies.

The *Local Housing Strategy* informs the housing vision in *City Plan 2036*. The strategy recognises that the City of Parramatta is undergoing significant change, particularly in the provision of housing to support the predicted growth in population. High density development (apartments) has been and will continue to be the dominant type of housing to be constructed across the City of Parramatta local government area over the next 20 years. This will typically occur within 'growth precincts' located in close proximity to public transport infrastructure. The plan defines a growth precinct as an area identified for higher density growth, usually in combination with local retail and business services and supporting infrastructure and facilities.

Housing targets set by the strategy (number of dwellings) for the growth precincts in GPOP are listed in Table B.1. GPOP is targeted to meet 73 per cent of the City of Parramatta's forecast housing growth.

The strategy is available here: [Local Housing Strategy | City of Parramatta \(nsw.gov.au\)](https://www.cityofparramatta.nsw.gov.au/local-housing-strategy).

#### Project consistency:

The strategy commits to sequencing housing delivery efficiently to best use State and local resources and investments. An action under the strategy is to coordinate land use and infrastructure planning around the future Parramatta Light Rail Stage 2 and Sydney Metro West stations at Olympic Park.

The project supports the staged release of opportunities for increasing dwelling density in line with infrastructure delivery, with Parramatta Light Rail Stage 2 nominated as one of the prerequisites to unlocking further capacity by the strategy.

The strategy also states that there is a future opportunity, dependent on the delivery of Parramatta Light Rail Stage 2 or equivalent through the area, to deliver renewed social housing better suited to need.

Table B.1 Housing targets (dwellings) for City of Parramatta's growth precincts in GPOP

Area	Planning forecast scenario to 2036 (0-20 years)				Additional dwellings beyond 2036 (20+ years)		Overall dwellings	
	0-5 years (2016-21)	6-10 years (2022-26)	11-20 years (2027-36)	20 year total (2016-36)	Planned	Maximum	Planned	Maximum
Melrose Park	280	2,050	4,000	6,330	3,280	4,350	9,610	10,680
Wentworth Point	3,170	2,980	2,830	8,980	0	210	8,980	9,190
Carter Street	2,080	1,760	2,020	5,860	0	160	5,860	6,020
Sydney Olympic Park	1,900	2,290	4,000	8,190	2,070	3,170	10,260	11,360
Camelia Town Centre	0	0	3,500	3,500	6,500	6,500	10,000	10,000
Parramatta East	0	1,230	2,380	3,610	0	190	3,610	3,800
Parramatta North	0	400	400	800	0	670	800	1,470
Parramatta CBD	2,360	1,730	3,090	7,180	7,170	7,170	14,350	14,350
Westmead (North Precinct)	50	1,420	3,000	4,470	1,000	2,210	5,470	6,680
Carlingford	1,190	1,750	1,530	4,470	0	630	4,470	5,100
Telopea	0	1,660	3,230	4,890	0	300	4,890	5,190



Area	Planning forecast scenario to 2036 (0-20 years)				Additional dwellings beyond 2036 (20+ years)		Overall dwellings	
	0-5 years (2016-21)	6-10 years (2022-26)	11-20 years (2027-36)	20 year total (2016-36)	Planned	Maximum	Planned	Maximum
Granville (North and South)	1,750	950	3,130	5,830	0	650	5,830	6,480
<b>Total GOPP precincts</b>	<b>12,780</b>	<b>18,220</b>	<b>33,110</b>	<b>64,110</b>	<b>20,020</b>	<b>26,210</b>	<b>84,130</b>	<b>90,320</b>

### City of Parramatta Employment Lands Strategy

The future vision for Parramatta’s employment precincts is contained in both the *Employment Lands Strategy* (City of Parramatta, 2016a) and *Employment Lands Strategy – Review and Update* (City of Parramatta, 2020c). These strategies provide direction for Parramatta’s employment lands, which are the areas zoned B5 Business Development, B6 Enterprise Corridor, B7 Business Park, IN1 General Industrial, IN2 Light Industrial or IN3 Heavy Industrial in the Parramatta Local Environmental Plan 2011.

The *Employment Lands Strategy – Review and Update* (City of Parramatta, 2020c) reiterates the broader vision of Council’s employment land precincts in *City Plan 2036*.

The following employment land precincts are located in the vicinity of the project:

- Camellia / Rosehill: Employment and Industrial Land (South and East) – metropolitan significant employment land (240 hectares).
- Camellia / Rosehill: Town Centre (North-West) – investigation area for the growth precinct (45 hectares), with future use as mixed use – commercial, residential and entertainment.
- Melrose Park: Melrose Park (South) – investigation area for the growth precinct (19 hectares), with future use as mixed use – commercial and residential.
- Lidcombe: Lidcombe (Carter Street – southern side) – local urban service hub (15 hectares).

The strategy is available here: [Parramatta Employment Lands Strategy | City of Parramatta \(nsw.gov.au\)](#).

#### Project consistency:

The project would support access to employment precincts in Camellia/Rosehill, Melrose Park and Lidcombe.

### Parramatta Bike Plan and Parramatta Ways Walking Strategy

The *Parramatta Bike Plan* (City of Parramatta, 2017a) and *Parramatta Ways Walking Strategy* (City of Parramatta, 2017b) are the key strategies providing for the future of active transport in the City of Parramatta.

The *Parramatta Bike Plan* sets out Parramatta’s proposed cycling network for the next 20 years and beyond, outlining future cycling network plans, education and behaviour change policies. The walking strategy sets out a guide to improve walkability across Parramatta, for improving transport and increasing urban green areas, recreation and local centre amenity.

The plan and strategy are available here: [Bike Plan](#) and [Walking Strategy](#)

#### Project consistency:

The project’s proposed active transport links have been developed in the context of the bike plan and walking strategy, and would provide additional links to improve existing walking and cycling connections.



## Camellia-Rosehill Place Strategy

The *Draft Camellia-Rosehill Place Strategy* (DPIE, 2021b) has been prepared to provide for the planning and development of the Camellia-Rosehill precinct. The precinct, which is about 320 hectares in size, is defined by Parramatta River to the north, Duck River to the east, the M4 Motorway to the south, and James Ruse Drive to the west.

The strategy includes a master plan for the Camellia-Rosehill precinct, which provides for:

- a town centre located in the north-west, adjacent to James Ruse Drive and the Parramatta River
- up to 14,500 jobs and 10,000 new homes supported by infrastructure and new public open spaces
- improved transport connections, including light rail, road upgrades and cycling and pedestrian paths
- the Parramatta River foreshore opened up as a centre of community activity
- an urban services area in the centre and north-east of the precinct (along the Parramatta River)
- retention of heavy industrial land to the south and east.

The strategy, which was on exhibition for public comment until Friday 4 March 2022, is currently being finalised.

Further information is available here: [Camellia – Rosehill – \(nsw.gov.au\)](https://www.nsw.gov.au/camellia-rosehill).

### Project consistency:

The project is shown on the master plan for the Camellia-Rosehill precinct. The project would provide public transport infrastructure to support the growth and development of the precinct. It would connect the town centre, services and industrial areas within the precinct, supporting the needs of residents and employees. It would provide public transport accessibility within, to and from the precinct, linking it to areas to the west and across the Parramatta River to the north.

The strategy notes that the delivery of the project will provide the opportunity to capitalise on the amenity that comes with increased access to the precinct.

The project, together with Parramatta Light Rail Stage 1 and other infrastructure and environmental improvements, would support the opening of the river frontage and development of the precinct's designated town centre, entertainment and urban services areas.

The master plan is based on proposed delivery of Parramatta Light Rail Stage 2 in the medium term (five to 10 years).

## Melrose Park urban renewal precinct structure plans

The Melrose Park urban renewal precinct is located on the eastern boundary of the Parramatta LGA. The precinct is divided into northern and southern parts, with Hope Street dividing the two. The northern part, which is about 35 hectares in size, is bound by Victoria Road to the north, Wharf Road to the east, Hope Street to the south and Hughes Avenue to the west.

The southern part is about 20 hectares in size and is bound by Hope Street to the north, Wharf Road to the east, Parramatta River to the south, and Atkins Road to the west.

Planning for the redevelopment of the precinct has been underway since 2016.

The Northern Structure Plan was adopted by Council December 2016 and the Southern Structure Plan adopted by Council in December 2019.

The structure plans provide high-level strategic principles to guide the future redevelopment of the precinct. The structure plans identify indicative locations for new infrastructure such as new open space and roads to accommodate mixed use development. The plans considered the location of the Parramatta Light Rail Stage 2, which run through the precinct.

Further information is available here: [Melrose Park Urban Renewal Precinct](#).

#### **Project consistency:**

The project is shown on the structure plans for the Melrose Park urban renewal precinct, which have been developed taking the project into account. The project would provide public transport infrastructure to support the growth and development of the precinct.

### **Carter Street Precinct Development Framework**

The *Carter Street Precinct Development Framework* (DPIE, 2020a), which includes the Carter Street Precinct Master Plan, was finalised in December 2020. The Master Plan will be enacted through an amendment to the Auburn Local Environmental Plan 2010. The vision for the Carter Street precinct is that 'Carter Street will be a green and vibrant new community with open space, a village centre and quick connections to Sydney Olympic Park, the Western Motorway and the future Sydney Metro West'.

The master plan provides for:

- 700 additional homes within walking distance to Sydney Metro West at Sydney Olympic Park
- 12,000 square metres of retail floor space
- 1.88 hectares of land for a future primary school
- three hectares of central open space
- pedestrian and cycle paths
- land for the widening of Hill Road
- a community centre.

The *Carter Street Precinct Development Framework* sets the controls for the precinct, including the public transport network.

Further information is available here: [Carter Street - \(nsw.gov.au\)](#).

#### **Project consistency:**

The project is shown on the Carter Street Precinct Master Plan, which has been developed taking the project into account. The project would provide public transport infrastructure to support the growth and development of the precinct.

The master plan shows the proposed Carter Street stop located in the village centre. It also shows a movement network that connects major destinations, including Haslams Creek, public open spaces, the primary school site, village centre and the proposed light rail stop.

### **Sydney Olympic Park Master Plan**

The development of Sydney Olympic Park is defined by the Sydney Olympic Park Master Plan. The Master Plan is reviewed and updated every five years, with the current version of the Master Plan being the 2018 Review (Sydney Olympic Park Authority, 2018).

The *Sydney Olympic Park Master Plan 2030 (2018 Review)* (Sydney Olympic Park Authority, 2018) outlines changes to the built form and street network as a result of the location of the new Sydney Metro West station. These include:

- changes to land use and planning controls to integrate the Sydney Metro West station into the Central Precinct of Sydney Olympic Park
- a new pedestrian plaza linking the Sydney Metro West station to Olympic Boulevard
- a bus interchange on Figtree Drive
- changes to the street network to improve access to the metro station
- a new central urban park connected to the Abattoir Precinct.

The Master Plan provides for the revitalisation of Sydney Olympic Park and identifies opportunities to transform Sydney Olympic Park into a thriving urban centre, with a new school, five additional or enhanced parks, employment opportunities, residential communities and retail.

The Master Plan is available here: [Master Plan 2030 \(nsw.gov.au\)](https://www.nsw.gov.au/master-plan-2030).

**Project consistency:**

The project, together with Sydney Metro West, would support the planned revitalisation of Sydney Olympic Park, greatly improving access to and from Sydney Olympic Park, and enabling residents to access Greater Parramatta as their nearest metropolitan centre.