

**Submission
No 21**

SYDNEY METRO WEST PROJECT

Organisation: Camellia Landowners Alliance

Date Received: 19 September 2023

CAMELLIA LANDOWNERS ALLIANCE

19 September 2023

Ms Linda Voltz MP
Committee Chair
Legislative Assembly Committee on Transport and Infrastructure

Dear Committee Chair

Re: Submission to Legislative Assembly Committee Inquiry – Sydney Metro West project

On behalf of the Camellia Landowners Alliance (CLA), we welcome the opportunity to make a submission to the Legislative Assembly Committee on Transport and Infrastructure’s inquiry into the Sydney Metro West project.

The CLA is a collective of the major landowners covering the Camellia Town Centre. We have long been passionate supporters of much-needed transport infrastructure for Sydney, and we recognise the overarching benefits the Sydney Metro West project could contribute to the city’s growth.



Figure 1. Camellia Town Centre Major Landowners

Original business case, establishment of route, and selection of station locations

The strategic importance of Sydney Metro West is a once-in-a-century city-defining infrastructure project that cannot be overstated.

CLA Includes: Australian Turf Club, Billbergia Group, Abacus Property, Wentworth Capital

CAMELLIA LANDOWNERS ALLIANCE

However, we respectfully submit that the route alignment and selection of station locations determined by the previous Government, which excluded a metro station along the entire Sydney Olympic Park (SOP) to Parramatta CBD corridor - a distance of over seven (7) kilometres, failed to maximise the project's potential contribution to the city's long-term growth.

The absence of any metro stations along the SOP to Parramatta corridor represents a missed opportunity to deliver much-needed housing supply to accommodate growth within the Central River City. Further, it limits the opportunity for value creation to both the Government and the economy.

A metro station at Camellia has been supported by detailed submissions to Government by the CLA, at every step in the process. It enjoys strong support from the Lord Mayor and City of Parramatta, the local state member, all leading industry associations, major landowners within the precinct and the adjacent Western Sydney University Campus.

While we welcome the comprehensive and independent review into the Sydney Metro project announced by the Minns' Government in April 2023 we are concerned that there has still not been adequate detailed or genuine collaboration with all relevant stakeholders about the benefits of the potential Camellia station.

The inquiry and outcomes into the Sydney Metro West project by the Legislative Assembly Committee provides an opportunity to reassess previous decisions on the route and station locations. It is also a chance to reconsider the potential of a metro station located at, or in close proximity to the Camellia Town Centre as a catalyst for major urban renewal of an underutilised industrial site and its contribution to the long-term growth of the Central River City.

Importantly, the large consolidated landholdings of CLA members and the absence of adjacent residents within the Camellia precinct limits the likelihood of community objections. Consequently, it provides scope for rezoning a significant uplift in employment and housing supply within the Camellia Town Centre to support future growth and deliver additional housing in the centre of metropolitan Sydney.

From detailed investigation by CLA's engineering consultants, it is estimated that a minimal 100 metres of additional tunnelling would enable the adjustment of the proposed Sydney Metro West route - from the south under Rosehill Racecourse - to the north-west corner adjacent to the proposed Camellia Town Centre.

This minor realignment would enable a station at Camellia, providing an economic catalyst for the landowners' remediation of contaminated land and deliver consequential benefits that are consistent with Government objectives, which include:

- Transport connectivity and Placemaking
- Significant opportunity for housing supply, including residential development for up to 50,000 people in the centre of Global Sydney
- Mixed-Use development with education and high value jobs
- Significant employment of up to 25,000 jobs.

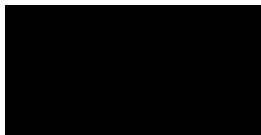
CAMELLIA LANDOWNERS ALLIANCE

An additional station at Camellia also enables the long-term expansion of the Parramatta CBD land footprint as Global Sydney's second CBD. It allows Westmead / Parramatta CBD / Camellia Town Centre to be inter-connected along the metro network – creating a 3-minute Central City Superhub of economic growth. CLA also proposes to contribute to the cost of the station box, and other much-needed access infrastructure.

In light of the above, we submit that further detailed consultation is required with landowners and industry stakeholders, prior to the final route alignment being confirmed.

In summary, Sydney has one chance to get this right. The current alignment will give no opportunity for a future Camellia metro station in a logical location. The CLA remains committed to working with Government and to providing significant capital investment and enabling infrastructure to support this once-in-a-lifetime project.

Kind regards



Rick Graf

On behalf of Camellia Landowners Alliance