

**Submission
No 22**

SYDNEY METRO WEST PROJECT

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Submission to the NSW Legislative Assembly Inquiry into the Sydney Metro West Project

**Prepared for Calardu Silverwater Pty Ltd
(Harvey Norman)**

Knight Frank Town Planning Sydney

September 2023

Qualifications

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Enquiries should be addressed to Knight Frank Town Planning.

Introduction

This submission is made on behalf of Calardu Silverwater Pty Ltd (otherwise referred to as Harvey Norman for the purposes of this submission) as owners of the property No 75 Carnarvon Street Silverwater.

This submission is in response to the NSW Legislative Assembly Committee on Transport and Infrastructure *Inquiry into the Sydney Metro West Project* (Inquiry) that is accepting submissions up to 19 September 2023. We note the terms of reference as being to “*inquire into and report on the Sydney Metro West project, with reference to:*

- *The original business case for the project*
- *The establishment of the route and selection of station locations*
- *The cause of blowouts in project cost and timelines*
- *Whether the Minister at the time considered any other consequential benefits that could be achieved from the project*
- *Other matters relevant to the Sydney Metro West project*

The purpose of this submission is to bring to the attention of the Inquiry, the Harvey Norman holding at Silverwater. In turn, to assist the Committee with its inquiries into the establishment of the route and selection of stations.

The Harvey Norman property

The Harvey Norman property is located at Silverwater and comprises the whole of street block bounded by Carnarvon Street, Stubbs Street, Suttor Street and Derby Street – refer to **Figure 1**. The property has an area of 4 hectares.

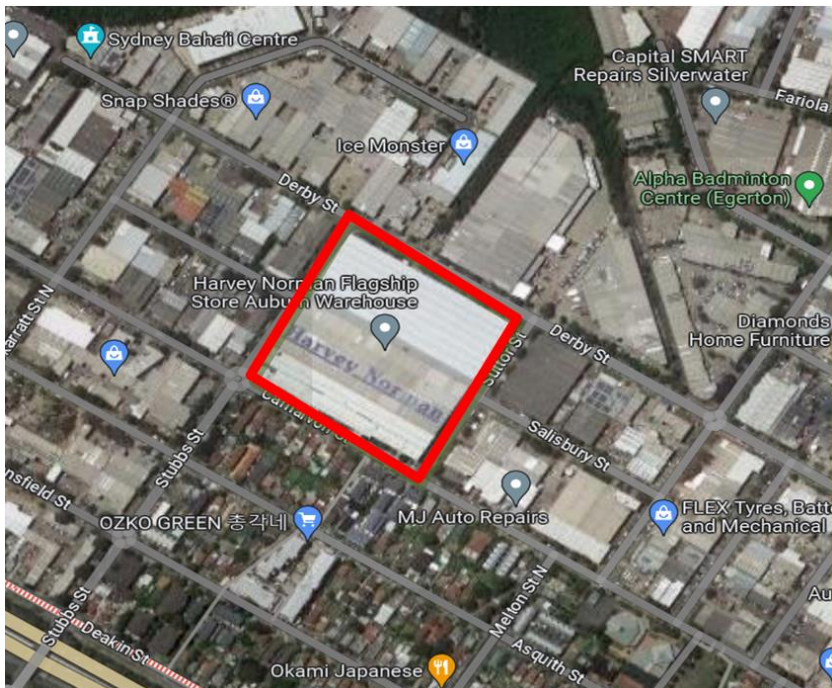


Figure 1 – Harvey Norman holding – Silverwater (Google maps: September 2023)

The Harvey Norman property comprises of a warehouse and offices that have occupied the property for over 30 years. The property can be described as largely underutilised. **Figures 2** and **3** provide an indication of its condition.



Figure 2 – Carnarvon Street view (Google maps September 2023)



Figure 3 – Stubbs Street view (Google maps September 2023)

The Harvey Norman property and Metro West

The Harvey Norman property is located directly above the Metro West tunnel alignment as illustrated by the copy of the Deposited Plan that identifies the subterranean easement secured by Metro West underneath the property – refer to **Figure 4**. It is this coincidence of the alignment, the size of the single landholding and its location midway between the Olympic Park and Parramatta Metro stations that makes the Harvey Norman

holding unique and eminently suited to a Metro station. For the purposes of this submission, the Harvey Norman property is referred to as *HN Silverwater Metro*.

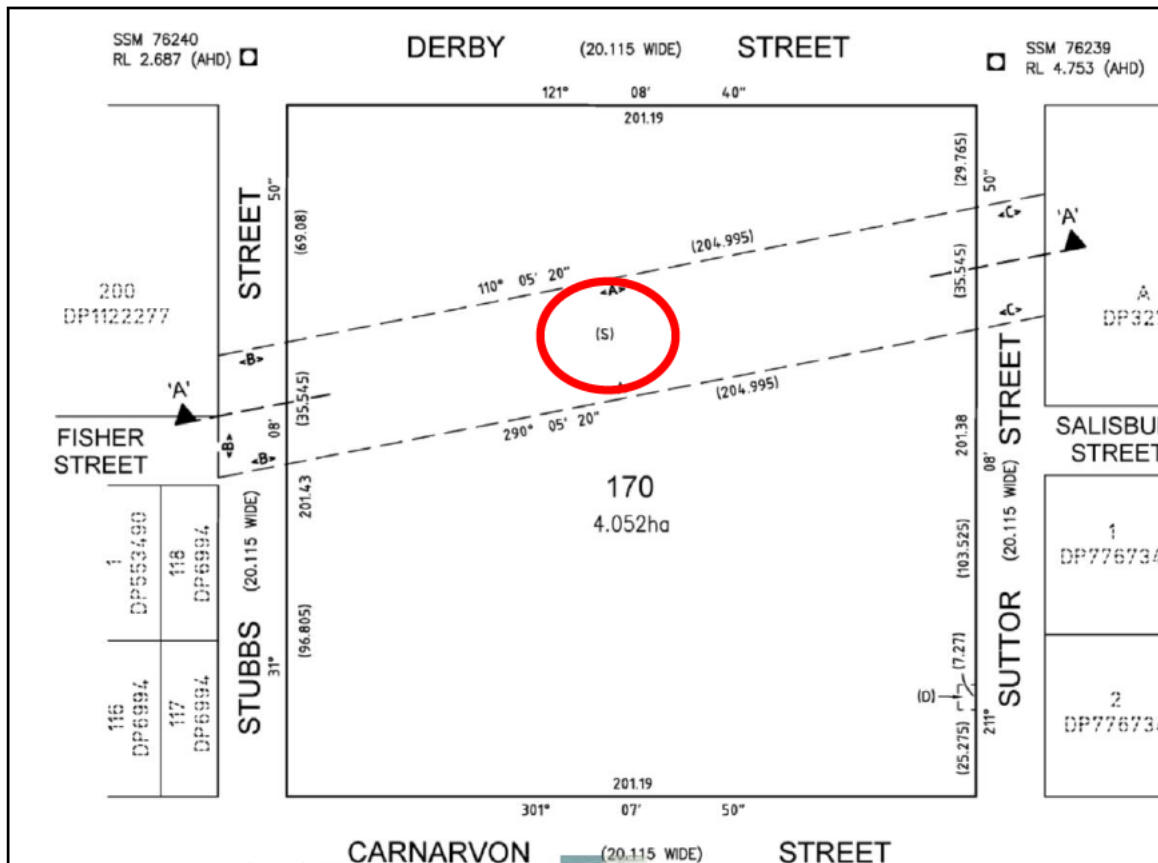


Figure 4 - Extract from Deposited Plan 1284835 showing Metro tunnel easement.

HN Silverwater Metro is ideally located – *HN Silverwater Metro* is located almost exactly midway between the two Metro stations of Olympic Park and Parramatta City – refer to **Figure 5**. At circa 7.5 kilometres this is the longest length of the Metro West without a station.

HN Silverwater Metro will deliver on houses and jobs – *HN Silverwater Metro* is located on the edge of both existing housing areas and employment. This is a unique setting ensuring not just the unlocking of the Harvey Norman property for higher density housing and jobs but also the catalyst for the urban renewal of the immediately adjacent existing residential already zoned for medium density development but largely underdeveloped and otherwise referred to as Silverwater South. Refer also to **Figure 6**.



Figure 5 – HN Silverwater Metro location (source: Hatch Roberts Day).

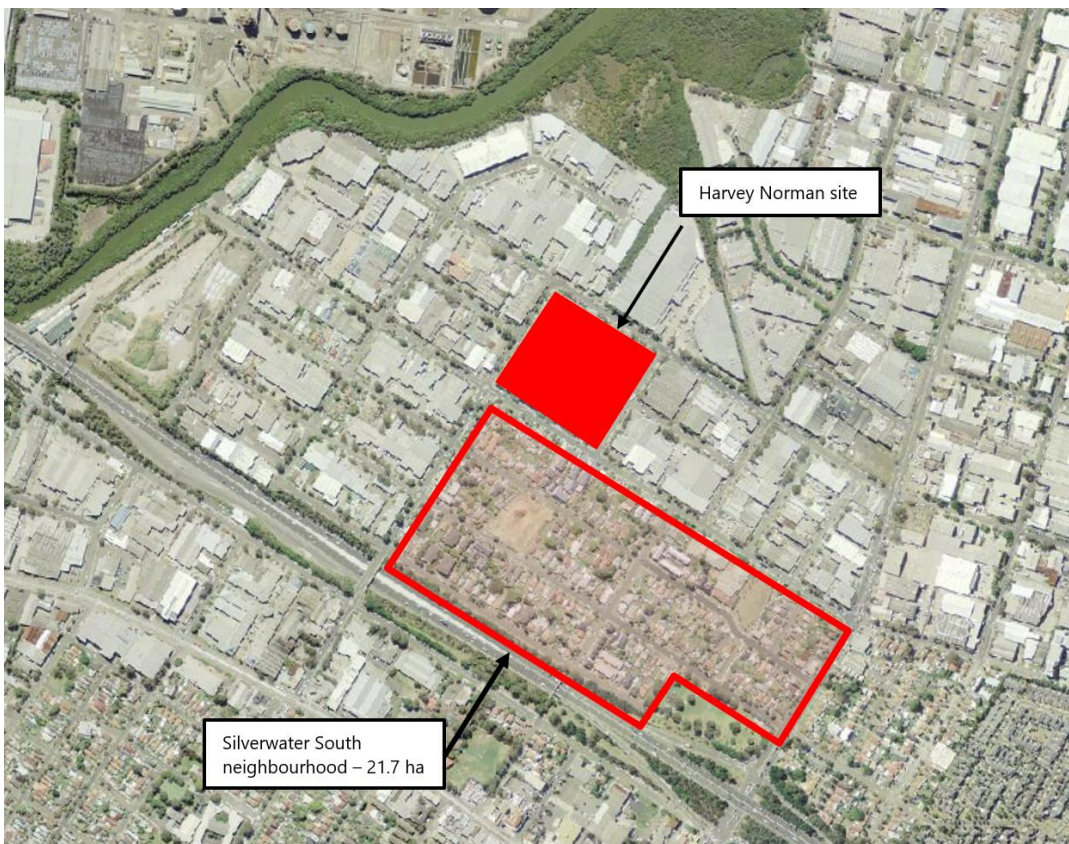


Figure 6 – Silverwater South neighbourhood (source: ePlanning Spatial Viewer, September 2023)

HN Silverwater Metro comparable scales – For the benefit of the Committee and to help understand the scale of the potential uplift from a Metro station at Silverwater, below illustrates the Harvey Norman property compared to the Burwood, Five Dock, and Crows Nest Metro Stations with approximate areas – refer to **Figure 7**.

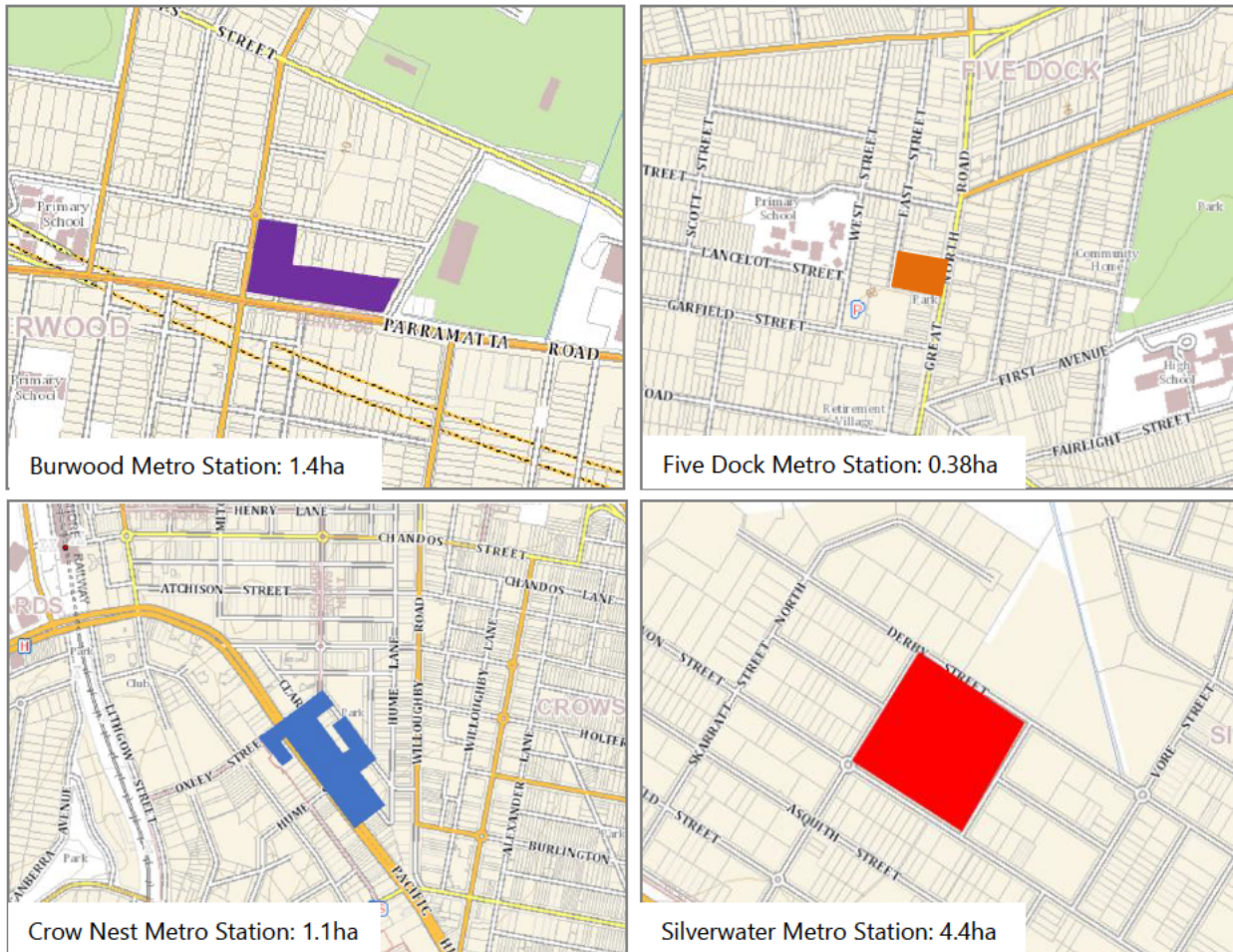


Figure 7 – Burwood (top left), Five Dock (top right), Crows Nest (bottom left), and Silverwater (bottom right) Metro Stations.
 Source: SIX Maps.

HN Silverwater Metro is a low risk to the Metro West construction timetable – Based on updates provided by Sydney Metro through their web site ([Journey of Sydney Metro West tunnel boring machines | Sydney Metro](https://www.sydneymetro.com.au/updates/journey-of-sydney-metro-west-tunnel-boring-machines)) the location of the Tunnel Boring Machines (TBM) as of 13 September 2023 is as per **Figure 8** below. For reference, the location of Harvey Norman Silverwater is also identified.

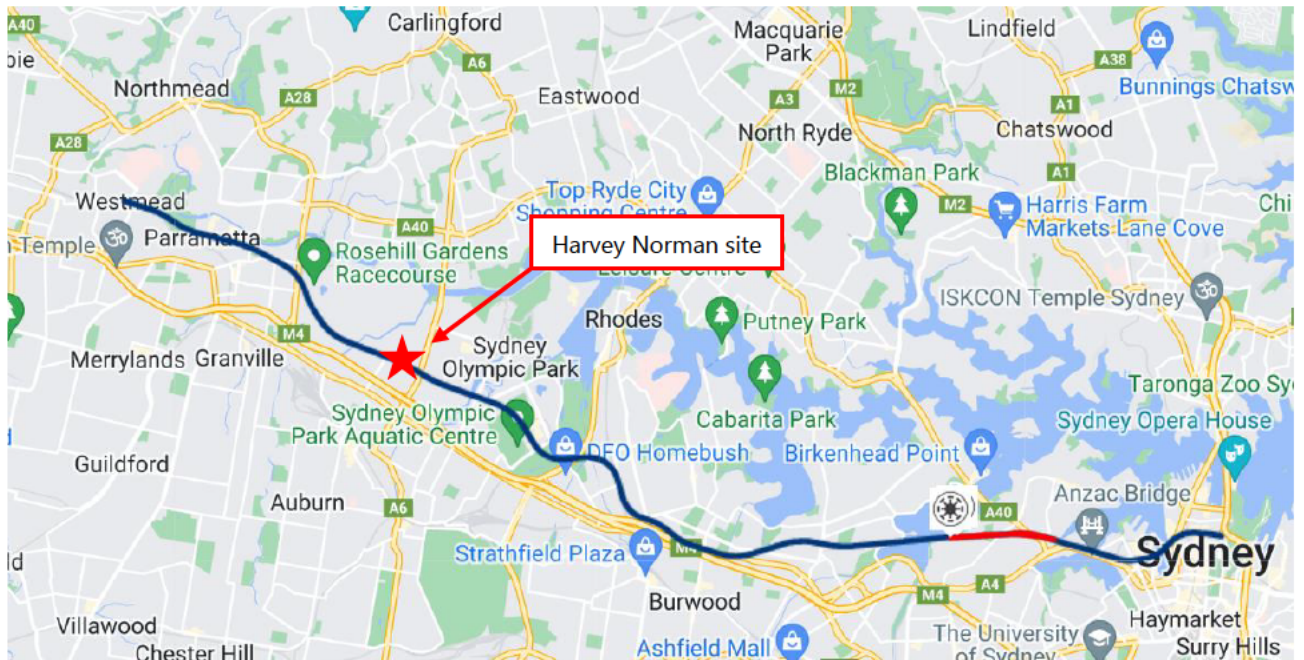


Figure 8 – BTM progress map (ref: Sydney Metro)

It is also understood that BTM tunnelling may be commencing from the location of the Metro Clyde Stabling Maintenance facility then east to the Sydney Olympic Park Metro station. On the assumption of meeting the estimated construction timetable, any delays in the securing of a new station, acquisition negotiations with potentially multiple landowners and the construction of a station box are a real risk. By contrast, the Harvey Norman property as the single owner of 4 hectares above the Metro tunnel route means considerably less risk to the overall project timetable.

HN Silverwater Metro aligned with Council – It is understood that Cumberland Council has considered and endorsed making a submission to the Inquiry. By reference to the Council business paper of 6 September 2023, the following comments (with bolding inserted) by Council are noted and considered directly relevant and supported by a Metro station at Harvey Norman Silverwater:

*“Should additional metro stations be contemplated along the Sydney Metro West corridor, there is the potential for a **new station to be contemplated at Silverwater**. Council is open for this to be considered by the NSW Government subject to the following:*

- *A new Metro station provides infrastructure and services that **provide direct links to the Cumberland area** (noting that the station would be located just outside the Cumberland Local Government Area). This would include provision of a commuter car park, bus services and walking and cycling paths.*
- *The provision of this additional station **does not significantly delay** the delivery and operational commencement of Sydney Metro West between Westmead and Sydney CBD”.*

In response to Council’s submission, the following comments are made:

*HN Silverwater Metro is the closest largest single landholding on the Metro West route to the Cumberland Local Government Area – refer to **Figure 9**.*



Figure 9 – Location of Harvey Norman property and Cumberland LGA

HN Silverwater Metro is directly connected and easily accessible for Cumberland Council residents (refer also to **Figure 9**) with:

- Direct access along Stubbs Street.
- Existing direct bus route from HN Silverwater Metro to Auburn town centre and;
- Access via Silverwater Road.

HN Silverwater Metro is a transit hub with wider benefits – Silverwater Metro brings together existing public transport; endorsed public transport to Camelia as part of the Government approved master plan for Camelia; and Metro West – refer to **Figure 10**.

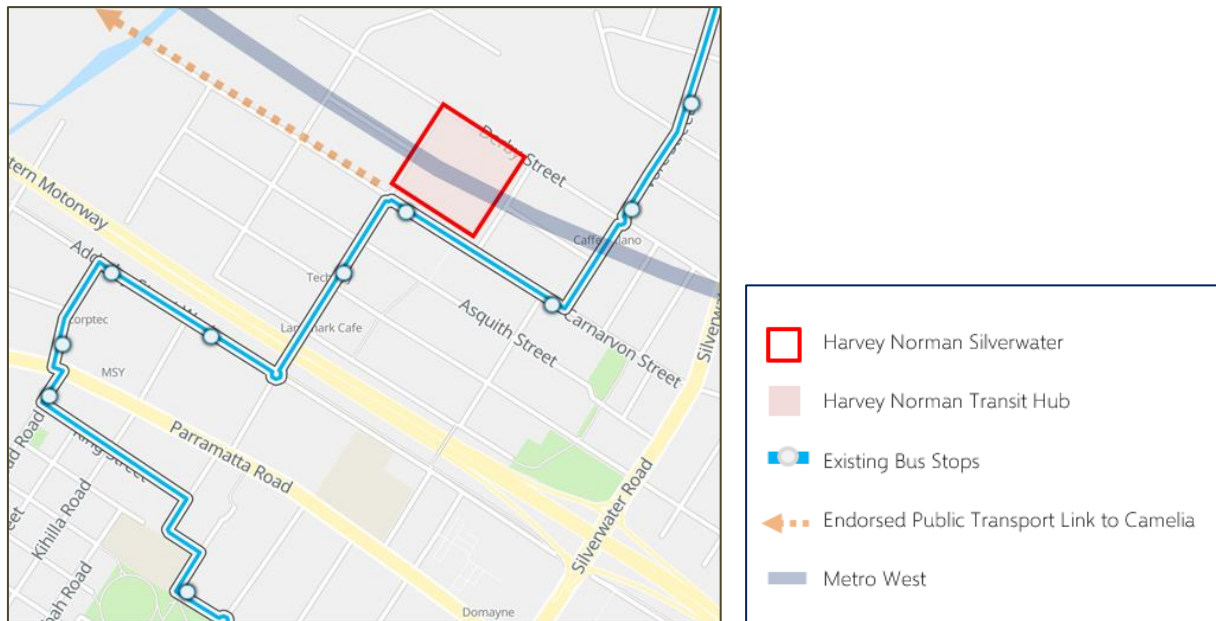


Figure 10 – HN Silverwater Metro transit hub (source: moovitapp.com)

HN Silverwater will be a significant return on investment in a metro station – By comparison say to Camelia where an uplift in housing densities has already been factored in by reference to the Government endorsed Camelia master plan absent a metro station, this is not so in the case of Silverwater. The catalyst for renewal and uplift from the Metro station will be significant.

HN Silverwater Metro and jobs – HN Silverwater Metro is zoned for urban services however this is a unique set of circumstances that on balance warrant its renewal for mixed use. The unique circumstances are:

- The locating of the Harvey Norman property directly above the Metro tunnel alignment
- One of the largest single land holdings on the entire Metro West route
- Immediately adjacent to land already zoned residential with the potential for significant renewal from proximity to a Metro station.

For these reasons, support to a Metro station is an appropriate planning response.

HN Silverwater Metro and housing - HN Silverwater Metro is in closer proximity to Cumberland Council centres (Auburn) and housing despite being located within the Parramatta Local Government Area following the local government boundary adjustments. With Cumberland Council being a more appropriate community of interest for Silverwater, the following housing profile of Cumberland Council (ref: *Cumberland Local Housing Strategy 2020 and the Cumberland City Council Affordable Housing Policy 2020*) is considered most relevant and where a Metro station at Silverwater can make a significant positive contribution to the supply of housing:

- *In Cumberland, **23% of all households have a very low to moderate income** and are paying more than 30% of their income on rent (Cumberland Local Housing Strategy 2020).*

- *It is estimated that over **10,700 new affordable housing dwellings will be required in Cumberland** between 2016 and 2036, of which approximately 70% will be needed for very low-income households, and 50% of which will need to be larger dwellings (Cumberland Local Housing Strategy 2020).*
- *Despite considerable growth in private rental in the Cumberland City over the past decade, the proportion of rental stock affordable to very low-income renters in Cumberland **fell from 30% to 22%** and to low-income households fell from 53% to only 34% from 2006-2016. (Cumberland City Council Affordable Housing Policy)*
- *Housing affordability and mix remain key considerations for the Cumberland community, particularly given the diverse household structures and cultures within the community. There is growing demand for, but a declining supply of, large (3 bedrooms+) dwellings. **In addition, significant growth in lone person households and people over 65 is forecasted**, which will require provision of smaller units to meet the needs of this part of the community (Cumberland City Council Affordable Housing Policy)*
- *Council **encourages the provision of affordable housing**, including infill affordable rental housing (dual occupancies, multi-dwelling housing or residential flat buildings) and boarding houses, in high-amenity locations that are in **walking distance to public transport services** (Cumberland City Council Affordable Housing Policy).*

HN Silverwater Metro – the Case For

The purpose of this submission has been to assist the Committee with its inquiries into *the establishment of the route and selection of stations*. This submission confirms that the coinciding of the alignment of the Metro West route, the size of the single landholding and its location midway between the Olympic Park and Parramatta Metro stations makes the Harvey Norman holding unique and eminently suited to a Metro station.

A property of this size along the route of a Metro rail line already under construction makes this a unique proposal in terms of minimising the risk of any delay in the securing of a new station and to the overall timing for the construction of Metro West.

The locating of a Metro station at this location is consistent with an improved return on the investment in Metro West as enabling infrastructure that will unlock land at Silverwater for a mix of high-density housing including affordable, key worker and build to rent.