

Melrose Park Precinct

Parramatta Light Rail Stage 2 Camellia to Sydney Olympic Park



Parramatta Light Rail Stage 2 will connect Stage 1 and the Parramatta CBD to Sydney Olympic Park via Camellia, Rydalmere, Ermington, Melrose Park and Wentworth Point. It will connect local communities across the Greater Parramatta and Olympic Peninsula, and bring the vision of a '30-minute city' closer to reality.

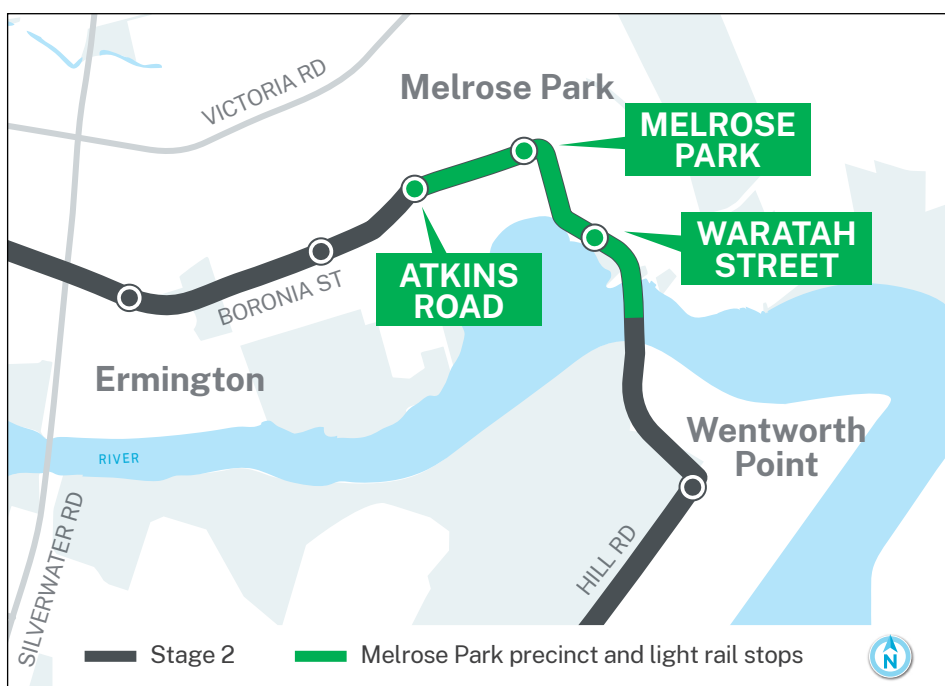
What's happening?

Melrose Park is undergoing a significant transformation from an industrial area to a high-density residential precinct. The future Melrose Park North town centre will support this population growth, while the suburb will maintain low-density residential properties in the eastern portion of the precinct.

Parramatta Light Rail Stage 2 will provide an exciting opportunity to integrate public and active transport infrastructure with current and future developments.

The light rail and active transport routes will traverse the Melrose Park precinct along Hope Street and Waratah Street before crossing the Parramatta River via a new bridge to Wentworth Point and on to Sydney Olympic Park. The Melrose Park precinct will be serviced by the Atkins Road, Melrose Park and Waratah Street light rail stops.

Transport for NSW is proposing to create new open space around the Atkins Road stop that complements the location of Bulla Cream Dairy (Willowmere House), as well as upgrade Archer Park on the northern bank of the Parramatta River.



When will it happen?

Construction is expected to commence in 2024 with enabling works to build a light rail and active transport bridge across the Parramatta River between Wentworth Point and Melrose Park. This will be the first significant crossing over the Parramatta River since 1987.

Right: Artist's impression of the new bridge between Wentworth Point and Melrose Park.



What can I expect during construction?

Traffic, access and parking

Construction of light rail will require full or partial closures to existing roads and cycle paths. Detours will be in place to ensure the safe movement around work areas. Access to properties will be maintained or alternative access arrangements will be provided.

Some on-street parking along the alignment will be affected, including on Hope Street, with surrounding streets accommodating displaced vehicles. Mobility parking and loading zones will be relocated as close to their original locations. Ermington Boat Ramp will be closed to the public for up to three years.

The project will notify the community in advance of any construction works and impacts, and will provide maps to illustrate the changes.

Property impacts

The light rail has been designed to fit within existing road corridors, however, with a project of this scale it is inevitable that some property acquisitions will be needed. Whole or partial acquisitions of property will only occur where this is not feasible.

Transport for NSW Personal Relationship Managers will work directly with impacted homeowners and tenants to assist them through the acquisition process.

In some cases, the project will need to make adjustments to property features (such as driveways and fences) even though an acquisition is not required. Transport for NSW will seek to minimise property impacts during design development and construction planning.

Environment and heritage

Construction of light rail can both impact and enhance the natural and built environment. The project has been designed to avoid impacts to these features, including heritage and archaeological assets, where possible.

Transport for NSW will continue to work with key stakeholders, including local Indigenous communities, and will develop a heritage interpretation strategy to share stories, heritage discoveries and items uncovered.

Some impact to the mangrove colony at Archer Park will be unavoidable due to the new bridge to be built between Melrose Park and Wentworth Point. Any trees removed due to the project will be offset to achieve an increase in tree canopy across the alignment and surrounding areas.

Noise and vibration

Construction inevitably generates noise, vibration and other impacts that need to be carefully managed. The contractor(s) will undertake to understand these impacts and identify mitigation measures.

Mitigation measures and respite offers will depend on the level of noise generated and the time of day the works occur. Measures may include limiting work to certain hours, minimising out of hours work and using construction techniques that generate less noise. The community will be engaged and notified before any construction work commences.

Prior to light rail operations, the project will review the potential operational noise and vibration impacts on nearby properties based on the final design and will identify measures to reduce these impacts.



Features and benefits

- 14 stops over a 10-kilometre two-way track
- Services from 5am to 1am the following day, seven days a week
- Travel times of around 31 minutes from the Carter Street precinct to Camellia via Sydney Olympic Park, and a further 7 minutes to the Parramatta CBD
- Connects to: the Stage 1 alignment; future Sydney Metro West and heavy rail in Parramatta and Sydney Olympic Park; and ferry services at Rydalmere and Sydney Olympic Park
- An 8.5-kilometre active transport link, also known as a walking and bike-riding path, will run parallel to the light rail corridor and link to the existing network
- A shared light rail and pedestrian zone along Dawn Fraser Avenue in Sydney Olympic Park, between Australia Avenue and Olympic Boulevard
- New public and active transport bridges, including connections over the Parramatta River from Camellia to Rydalmere and Melrose Park to Wentworth Point.



How can I find out more?

For more information about the project, visit the Parramatta Light Rail Virtual Engagement Room at plr2.ghdengage.com/virtual-room

Or contact the team at:
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Translating and interpreting service

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