

Rydalmere 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?

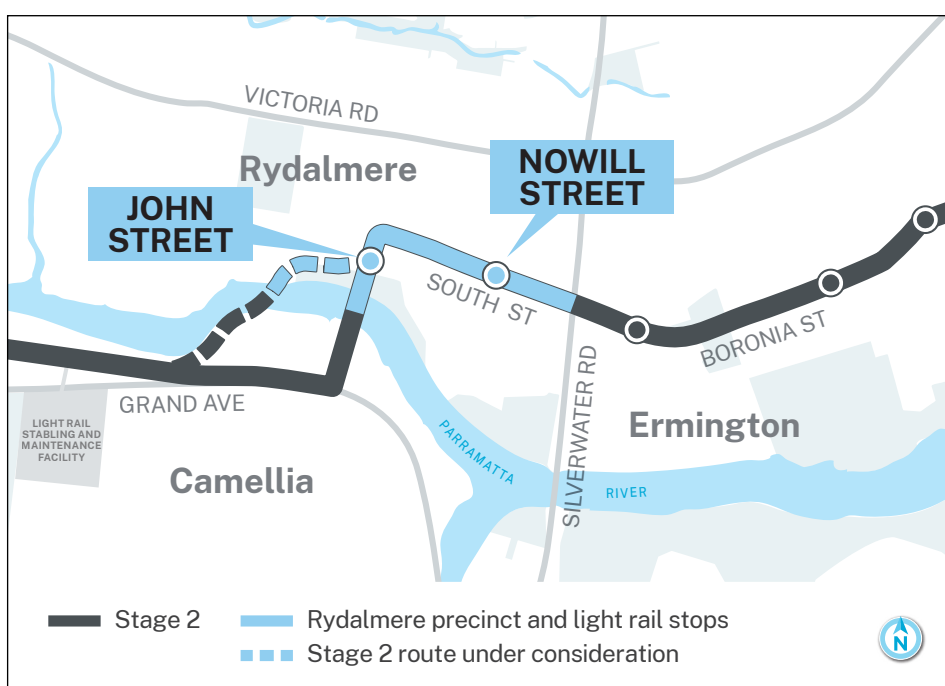
Situated north of the Parramatta River, the Rydalmere precinct is characterised by light industrial and business usage in the west, and low-medium residential in the east.

Parramatta Light Rail Stage 2 will likely support future renewal of this precinct, which will be serviced by the John Street and Nowill Street light rail stops.

The light rail and active transport routes will run along a new bridge over the Parramatta River between Camellia and Rydalmere, providing connectivity north and south of the river. It will then traverse past the Rydalmere Ferry Wharf and through Eric Primrose Reserve, and along South Street.

Transport for NSW is proposing to repurpose some land at Eric Primrose Reserve to create open space. The project is consulting with City of Parramatta Council on the upgraded design, which will include public art and heritage interpretation.

The community is invited to provide its feedback on the concept designs. More information can be found in the Environmental Impact Statement (Chapter 6 Project Description – infrastructure and operation).



Eric Primrose Reserve.



Rydalmere ferry wharf.

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. Bus stops will be relocated as close as possible to their existing locations.

Some on-street parking along the alignment will be affected, including on South Street, with surrounding streets accommodating displaced vehicles. Traffic signals and directional signage will be installed to provide safe access across the light rail alignment. This will result in changed traffic movements, particularly along South Street, where access to some local roads and properties will be restricted to left-in and left-out only.

The carpark at Rydalmere Wharf will be used as a construction compound, although the F3 ferry service will continue operating for most of the construction period.

Active transport

A new 8.5 kilometre active transport link will be delivered, connecting to light rail stops and open spaces, existing active transport links and new destinations. This will include continuous walking and bike-riding paths along the light rail alignment and across the new bridge to be constructed over the Parramatta River between Camellia and Rydalmere.

Active transport options not only support healthy and sustainable travel patterns, they also reduce congestion on the roads, and enable liveable and connected public spaces along the alignment.

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.

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.



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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