

Sydney Olympic Park and Carter Street Precincts

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?

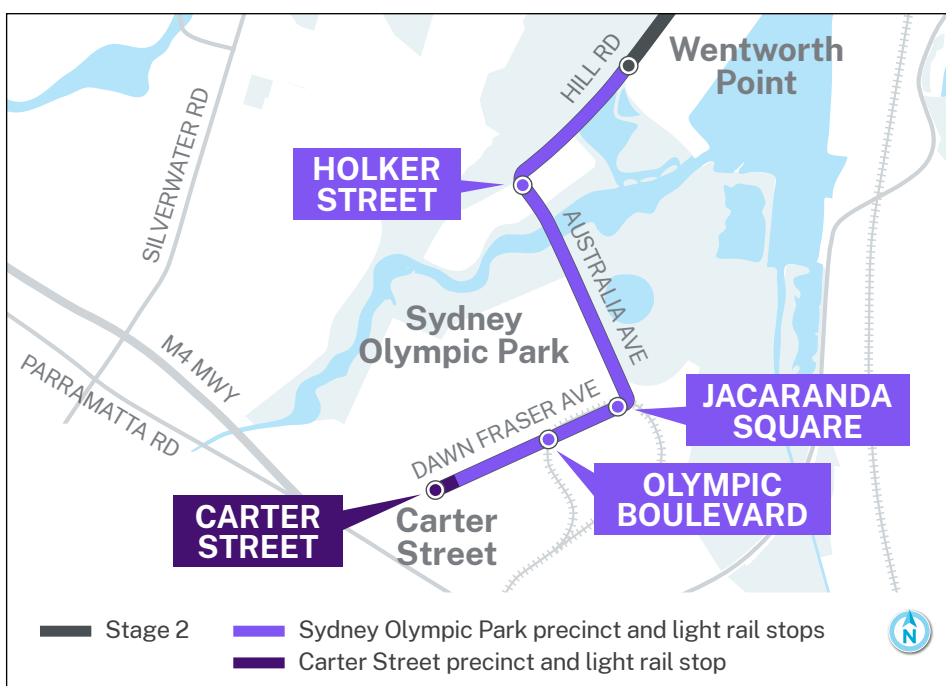
Sydney Olympic Park has continued to evolve since the 2000 Olympic Games and will soon undergo further transformation in line with a new masterplan. The precinct is characterised by a mix of parkland, major sporting facilities and high-density mixed-use commercial and residential development.

Parramatta Light Rail Stage 2 will provide an additional transport option for visitors and workers to connect with major events, employment and future development.

Holker Street, Jacaranda Square and Olympic Boulevard light rail stops will service the Sydney Olympic Park precinct, and seamlessly connect to heavy rail and future Sydney Metro West. Extra light rail services can be scheduled during major events.

The project will deliver a shared light rail and pedestrian zone (no through vehicle access) along Dawn Fraser Avenue in Sydney Olympic Park between Australia Avenue and Olympic Boulevard.

The Carter Street light rail stop is a short distance beyond Dawn Fraser Avenue on Uhrig Road, and will support the new residential and retail developments of the Carter Street Precinct Master Plan.



Artist's impression of the light rail terminus at Carter Street.

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. Bus stops in Sydney Olympic Park will be relocated as close to their existing locations.

Traffic signals and directional signage will be installed to provide safe access across the light rail alignment. This will result in changed traffic movements in the area.

The contractor(s) will coordinate construction activities to minimise disruptions to businesses and events at Sydney Olympic Park.

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 and using construction techniques that generate less noise. The community will be engaged and notified before any 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.

Environment and open space

The project will require the removal of some trees in the Sydney Olympic Park precinct. Any trees removed due to the project will be offset to achieve an increase in tree canopy across the alignment and surrounding areas.

Landscaping will be a feature of the new pedestrian zone along Dawn Fraser Avenue to become a distinct public space in the vicinity of Olympic Park train station and the proposed Sydney Metro West station.

Business support

Business impacts will vary across the project depending on the type of business activity, both during light rail construction and operations.

Businesses in Sydney Olympic Park may be impacted by reduced visibility, reduction in parking, changes in loading zone locations, amenity impacts due to noise, dust and vibration, and traffic congestion. The project recognises the importance of supporting and minimising the impact on businesses. Place Managers will be appointed to work directly with local businesses to ensure they have the support and information they need.

Active transport

A new 8.5 kilometre active transport link will be delivered along the light rail alignment, connecting to the stops and open spaces, existing active transport links and new destinations.

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.



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:
T: 1800 139 389

E: parramattalightrail@transport.nsw.gov.au



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 139 389.