

Wentworth Point 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.

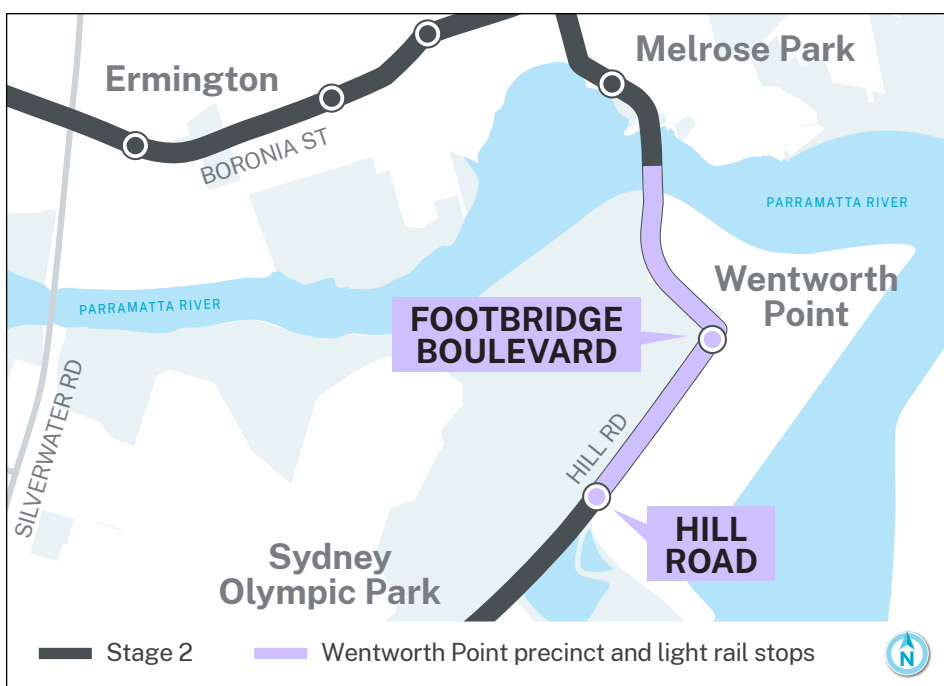
What’s happening?

Bordered by the Parramatta River and Homebush Bay, Wentworth Point is a high-density residential precinct with mixed-use commercial and retail hubs. Current access to Wentworth Point is limited to Hill Road from the south, river access via the Sydney Olympic Park Ferry wharf, or active transport routes.

Parramatta Light Rail Stage 2 will deliver a new bridge between Melrose Park and Wentworth Point, providing light rail and active transport access into the precinct and on to Sydney Olympic Park.

The light rail alignment will run along the eastern boundary of the Millennium Parklands, adjacent the western edge of Hill Road. Active transport will run adjacent to the light rail route and connect to the existing path network of the Millennium Parklands. The Wentworth Point precinct will be serviced by the Footbridge Boulevard and Hill Road light rail stops.

Following community feedback, the light rail alignment was revised to avoid the river foreshore in Wentworth Point. Transport for NSW recognises the importance of the foreshore and open space to the local community.



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.



Aerial view of Wentworth Point.

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 Hill Road. Traffic signals and directional signage will be installed to provide safe access across the light rail alignment, where necessary.

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. Mitigation measures may include limiting work to certain hours, minimising out of hours work, and using construction techniques and specialised equipment 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.

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.

The light rail alignment will run along the edges of the Newington Nature Reserve and Millennium Parklands to generally avoid impacts to properties, which will result in the removal of some trees. Any trees removed due to the project will be offset to achieve an increase in tree canopy across the alignment and surrounding areas.

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 alignment and across the new bridge to be constructed over the Parramatta River between Melrose Park and Wentworth Point.

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:
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Translating and interpreting service

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