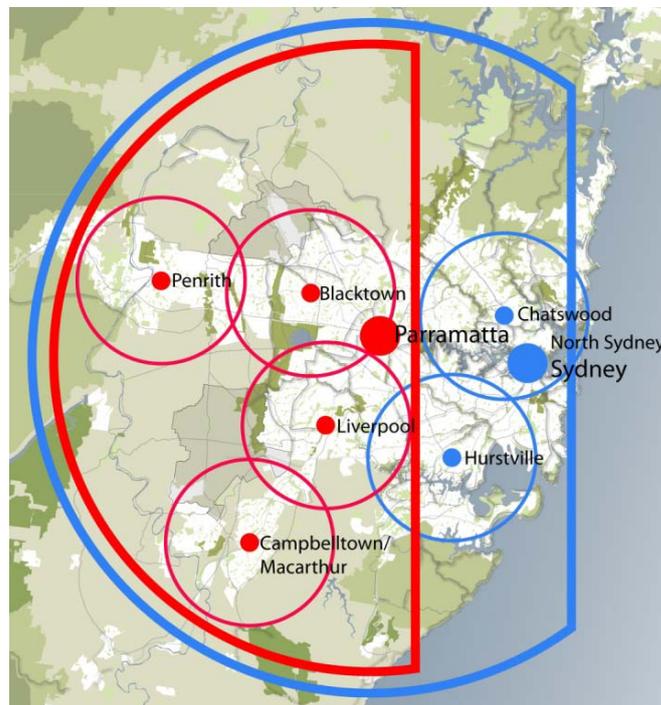


Greater Western Sydney 2011 – 2051 and the Role of Parramatta Centre



Talk by Bob Meyer
Director of Planning
Cox Richardson

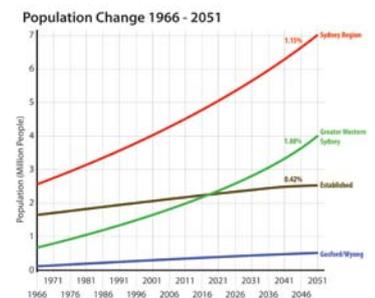
@
Parramatta Transport Forum
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1. What is GWS?

GWS has existed since the 1948 County of Cumberland Plan when it constituted the non urban half of the Cumberland Plain. At the 1947 census, the first after World War II, GWS had a population of **288,580, 16% of Sydney's total of 1.75 million.**

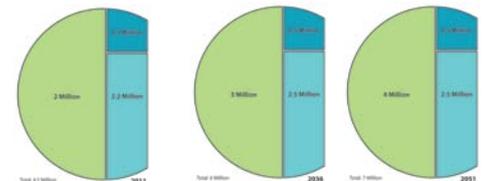


Sydney is growing at a rate of **1.15% p.a**, the same for the past 40 years. Greater Western Sydney is growing at a rate of **1.88%** compared with the older, established half of the region at **0.42%**. At this rate GWS will reach **2 million** by 2011 and **3 million** by 2036, half of Sydney's **6 million** population.



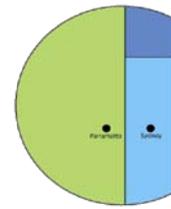
In 2011 the population of Sydney will be **4.5 million**, the distribution will be **2 million (GWS) – 2.2 Million (established) – 0.3 million (Central Coast (CC))**

In 2036 the population of Sydney will be **6 million – 3 million (GWS) – 2.5 million (established) – 0.5 million (Central Coast).**



In 2051 the population of Sydney will be **7 million– 4 million (GWS) – 2.5 million (established) – 0.5 million (Central Coast).**

Why will GWS be expected to accommodate the lion's share of population growth for the next forty years? If one considers the past forty years, 1966 to 2006, the eastern established areas contributed just 20% of Sydney's population growth, in spite of the large number of brownfield sites redeveloped for higher density housing. GWS and the Central Coast contributed 65% and 15% respectively, that is 80%, predominantly on greenfield sites. As the supply of suitable brownfield sites has been largely exhausted, it will be difficult enough for the eastern established areas to retain their populations due to falling occupancy rates, let alone add significantly to the next forty years of Sydney's population growth.



REGION	Population Growth 1966 - 2006			
	1966	2006	INCREASE	%
Established	1,740,720	2,032,262	291,542	20
Greater Western Sydney (GWS)	835,851	1,788,970	953,119	65
Central Coast	67,534	297,956	230,422	15
TOTAL	2,644,105	4,119,188	1,475,083	100

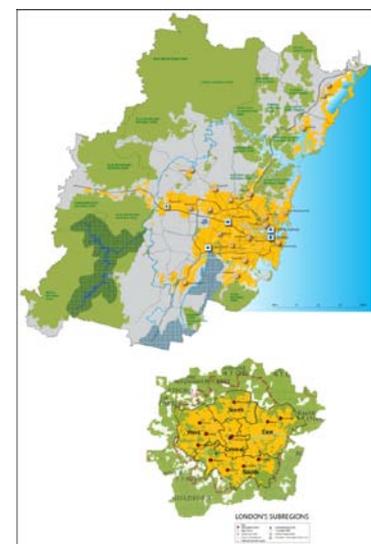
2. Regional Context

By 2051, at current growth rates, Sydney will reach a population of **7 million** people, the same as Greater London in 2001.



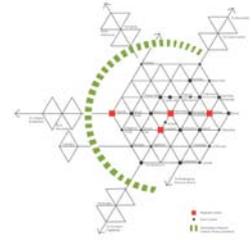
Greater London and the Sydney Region are of a similar area, **1500** square kilometres.

This would result in Sydney having a uniform density as distinct from the current higher density in the east and lower density, sometimes termed sprawl in GWS. This is the Greater London situation where the five subregions are each of a similar density.



3. Centre Hierarchy

Sydney, since 1968, through its strong centres policy, has been configured as a multi centred region, with a limited number of evenly spaced centres, served by the rail network. That is why Sydney has the highest use of public transport of all cities in Australia. To quote Robert Cervero, professor of transport and planning at Berkeley at the University of California: *“Employment densities at trip ends have more influence on ridership than population densities at trip origins”*.



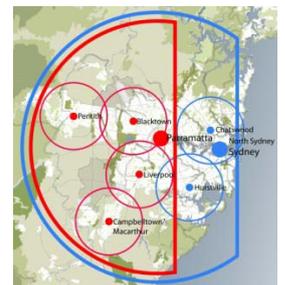
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Robert Cervero - Berkeley

In spite of the metro Strategy being termed the “City of Cities”, this key plan from the Strategy illustrates the traditional and still current mindset of Sydney being a single centred city, that is the Sydney CBD. This mindset can best be broken down by promoting Parramatta as one of Australia’s major centres, serving the third largest urban economy in Australia.



If in 2036 Sydney/North Sydney combined is the global centre for 6 million people, then Parramatta is the centre of 3 million people placing it in a different category to the other Regional Cities. Blacktown and Campbelltown-Macarthur can then join Liverpool and Penrith as Regional Cities, each serving a major subregional role. What needs to be recognised is that if Parramatta cannot get up, then there is little chance of Blacktown, Campbelltown-Macarthur, Liverpool and Penrith making it. Chatswood and Hurstville can be the regional cities for the East.



4. Defining Parramatta Centre

As the centre for GWS, Parramatta serves a catchment larger than Brisbane or Perth.

It is not just the traditional centre or the main streets of Parramatta but a larger configuration, reflecting a capital of a city of **2 million** people the size of say Vancouver, Portland or Pittsburgh.



Parramatta as a Central Area

To the west is

- Westmead Health Centre consisting of four hospitals, the largest complex of its kind in Australia and arguably the Southern Hemisphere
- Parramatta Park, the historic recreation centre
- The commercial centre containing **45,000** jobs and the largest single retail centre in Australia
- Harris Park, potentially an inner city residential area to emulate inner Sydney suburbs
- UWS campus Rydalmere and Rosehill Racecourse and adjacent industrial sites capable of developing as university related industries

To tie these parts together requires a good public transport system, ideally an extension of the “loop” shuttle bus system.



The model is Perth CBD – of a similar size to Parramatta, and served by the free CAT shuttle bus systems.



Perth has:

- **110,000** Employed in the CBD
- **10,000** University
- **10,000** Hospital Complex

A total of **130,000**

This can be compared with Parramatta.

The employment targets suggested for Parramatta centre are:

	2011	2036	2051
Parramatta CBD	50,000	65,000	100,000
Westmead	30,000	40,000	50,000
Rydalmere	10,000	30,000	50,000
Total	90,000	135,000	200,000

It is interesting to consider Perth's CAT (Central Area Transport) which is a free shuttle with a 6 minute headway and with three routes serving the CBD. Parramatta's "Loop" bus could in the future serve a number of routes and increase its headway.

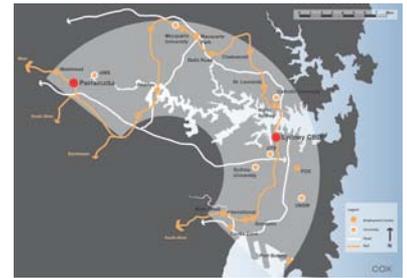


5. Sydney's Structure

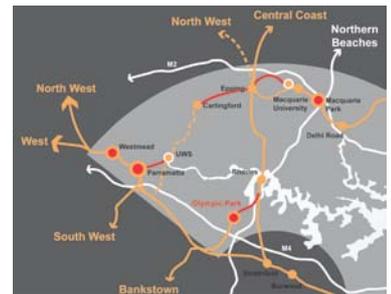
The Global Arc, a major component of the Metro Strategy stretching from Macquarie University to Sydney Airport, is seen as the location of the highest number of knowledge jobs **700,000** (32% of Sydney's total jobs) and five universities.



If the Global Arc is extended to embrace Parramatta, Westmead, Rydalmere, and the **50,000** expected at Olympic Park and Rhodes, GWS would be linked into the nation's highest concentration of knowledge jobs and would in turn contribute greatly to the strength of the Global Arc.



This would require a public transport link to the existing Global Arc system which already has a road and rail spine. There are two obvious links: The Macquarie-Epping Parramatta link via either the Northern line, with a Y-link between Rhodes and Lidcombe, via Olympic Park which would be embraced into Parramatta's central area, or the postponed Epping to Parramatta Link, via the Carlingford Line or preferably both. The latter could be a light rail and serve North Parramatta

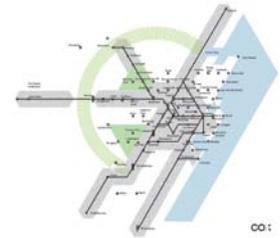


6. Transport Issues

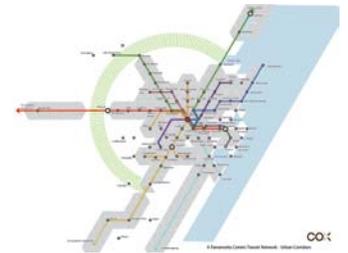
The current rail network stems from a legacy of amazing railway construction dating from the 19th century. The Sydney to Parramatta link in 1855 was the first railway in Australia. The black lines show the railways built between 1855 and 1866; the green lines, 1884 to 1893; the orange in 1920s – 1930s and a few since WW2 such as the Eastern Suburbs Railway and the Airport Links. The proposal for the next 10 years the NW and SW rail links are shown dashed in.



As can be seen from the catchment of around 3 kilometres each side of the railway GWS, does not have the cover of the established eastern side. As discussed earlier, by 2036, there is likely to be a similar population and overall density to the whole of Sydney, requiring urgent planning of routes and a program of implementation of mass transit routes to cover GWS.



The focus of GWS, which is obviously Parramatta, could be served with a series of radial routes linking all strategic centres in the Sydney Region.



Overall, the mass transport links to Parramatta need to be planned immediately if they are to be in place by 2036. These are:

To the

- **South West** – The Cumberland Line needs an improved service – the fastest growing region in Sydney yet only 2 services go to Parramatta each morning
- **North West** – Direct rail link to the Hills
- **North East** – to Warringah/Pittwater
- **South East** – To Sutherland via Hurstville, Bankstown
- **East** – Sydney CBD-Express line
- **West** – Blue Mountains/Penrith/Blacktown – express also link to employment areas of Eastern Creek and Badgerys Creek



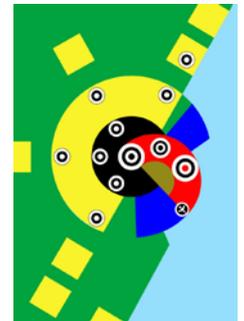
Sydney's arterial roads form a radial network focussed on the Sydney CBD, which needs to be supplemented by a series of circumferential roads to form a grid which bypasses major centres and is the best format for evenly spread activities.

Parramatta, as a river city has the opportunity of providing the western focus of a ferry service linking Sydney's two largest CBDs with a growing, high density, white collar workforce being housed along the river at Olympic Park Ermington, Meadowbank, Rhodes, Cabarita Point, Breakfast Point, Balmain, Abbotsford and Pyrmont. This link could become one of the most iconic journeys to work and recreation in Sydney.



7. The Implementation of GWS

In the past all levels of government have gone hot and cold on Parramatta. In 1972, Tom Uren member for Reid and Federal Minister for Urban and Regional Development, decided to relocate the massive Commonwealth Administrative Centre, planned to house 15,000 Commonwealth public servants, from Woolloomooloo to Parramatta.

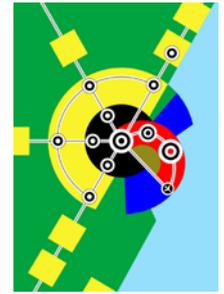


The state government should seriously investigate shifting more government head offices to Parramatta, following the successful relocation of Police HQ, Sydney Water head office and the justice precinct. The private sector has followed, such as IAG insurance and the Commonwealth Bank.

In other words Parramatta could become the Whitehall of Sydney. Some have even suggested that the whole State Parliament move to Parramatta – why not?

Where are GWS's cultural facilities? Where are the state funded art galleries, museums, public libraries or concert halls? Certainly there are a number of facilities which get state government assistance, however, with the highest number of school children in GWS there should be a cultural complex like Brisbane's South Bank or the complex in Perth. If GWS is to get such a complex, I suggest it be concentrated in Parramatta.

The combined Metro Strategy and Transport Plan reviews are now being prepared to be released before the end of this year. The main thrust of these strategies needs to be the recognition of the dramatic rise of GWS, the growing size of its population, its labour force and its growing shortfall in jobs and cultural facilities.



I strongly suggest that the GWS councils collaborate in the planning, implementation and promotion of GWS and its transport networks and recognise the cardinal role of Parramatta centre in breaking down the mindset of Sydney CBD's centrality. I suggest that planning for the next 25 years focus on providing public transport from all parts of GWS to Parramatta centre, particularly via the other GWS centres, if the increasing massive movement, particularly by private vehicles, from the job poor western half to the job rich eastern half of Sydney is to be stemmed.

This is the State's largest planning challenge, a challenge which can only be met by the collaboration of the State Government, Commonwealth and GWS councils to promote GWS as if it were a state of Australia and Parramatta, its capital.