

Pymont to Camperdown – A better way

Metro West will be a key driver of managing current demand patterns and projected growth in Western Sydney. It will enable rapid transport links from Westmead into the City and generate significant social and economic benefits.

The latest round of community consultations takes a step forward by linking key economic growth and job generation precincts with additional stops at Westmead and Pymont. Camperdown will complete the story.



The current proposed route through White Bay is not feasible

The current proposed route through Pymont to White Bay does not fulfil feasibility or utility criteria.



Tunnelling and timing challenges posed by potential WestConnex and Western Harbour Tunnel connections



Major cost and engineering issues as a result of deep water tables and contaminated land requiring remediation



There is no clear direction for the future of White Bay and it does not offer immediate opportunity to capture value around adjacent areas



Long lead times of at least 10-15 years to remediate White Bay and construct infrastructure



Stations at both White Bay and Pymont will not be far enough apart to provide effective efficiency, and do not add substantial capacity to the network



The station at White Bay will limit patronage for Pymont



A metro station in Camperdown fulfils the transport needs of The Camperdown-Ultimo Collaboration Area

Stations at Pymont and Camperdown will support the future of the Collaboration area; **its three Universities, leisure precinct, health and research precinct and technology hub status.**

The urgent needs of the Camperdown-Ultimo Collaboration Area which has been identified as a priority in the Greater Sydney Region Plan, cannot be downplayed.

The Fish Markets have no alternative transport solution to support new residential development. More value will be realised by a Metro station servicing the Fish Markets and linking health and education hubs in Camperdown with Westmead.

Unlike the Fish Markets, White Bay can be serviced by an alternative transport solution - by extending the Light Rail. In addition, a Metro at White Bay will limit value capture around the Fish Markets.

Redfern station is poorly located to meet existing demand at RPA and the University of Sydney. Even if redeveloped, the station will not support existing or future demand. The station faces further pressures with CBA, the redevelopment of North Eveleigh and growth of RPA medical facilities.





Camperdown Metro route is more feasible than White Bay



There is only 300 metres of shallow water in Darling Harbour to tunnel underneath, and much sounder soil conditions.



Direct, fast access from Sydney CBD to Westmead, connecting new tech hubs near the CBD with innovation districts in the west, and collaboration hubs around RPA and Sydney University.



Centrally locating a Metro station in Pyrmont will maximise walkability to the surrounding precincts – connecting to the Star, International Convention Centre and Harbourside.



Unlock more capacity at Redfern station to support forthcoming rejuvenation of the surrounding areas.



Benefit comparison (based on a station at Pyrmont):

Issue	White Bay option	Camperdown option
Cost	Deep tunnelling required under a port that was dredged for large vessels	300m shallow harbour crossing at Darling Harbour
Engineering	Conflict with construction of West Harbour Tunnel and Westconnex M5-M4 link will cause delays, add cost	No similar conflicts; subject to detailed route investigation
Alignment	Distance between stations too short for efficient Metro running (min 2km)	Min 2km achievable if Pyrmont located in a position to also service the Fish Markets
Patronage	No existing demand for Bays where future usage still unclear	Demonstrable existing demand in Camperdown precinct. Strong, immediate growth opportunity.
Community	Community concern about construction and contamination - White Bay for West Harbour Tunnel.	Local residents will strongly support Metro station
Planning	White Bay not prioritised in Greater Sydney Region Plan.	Infrastructure to support Camperdown-Ultimo is an early priority in the Region Plan
Connectivity	The White Bay route limits customer catchment for Ultimo technology and research hubs, UTS, Notre Dame	Camperdown will create 30-minute connectivity across Metro West corridor and improve connections between innovation precincts
Network	Bays has no current mass transit catchment - a station will not relieve pressure on the existing network	Reduces pressure on Redfern - creates capacity for future growth in Eveleigh, ATP, etc
Value capture	Metro at White Bay will negatively impact value capture at Pyrmont - value gain at White Bay is also undefined	Opportunity to service Bays East, which has no alternative transport solution to support growth



Value capture for proposed Camperdown Route, Metro West

