



# Julia Finn MP Member for Granville

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Application SSI-22765520

To whom it may concern

Thank you for the opportunity to provide this submission concerning as proposed in the "Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD Environmental Impact Statement – March 2022."

As State Member for Granville my electorate includes Westmead south of the main western railway line and my submission will consider the proposed metro station at Westmead.

## Westmead station

Despite two entrances being marked on the indicative cross section of the proposed Westmead station, the text indicates *"Entrance on Hawkesbury Road. Sydney Metro is continuing to investigate the opportunity for an additional southern station entrance."*

The proposed design of the majority of other metro stations within the EIS includes at least two entrances at each site.

Given the location of the Westmead metro station it is not clear why the current proposal includes only one entrance.

To the north of the station is the Westmead medical precinct, Western Sydney University, Parramatta Park and proposed Westmead light rail stop with trams to the hospitals, Parramatta CBD, Carlingford and with stage 2 from Camellia onward to Sydney Olympic Park.

To the south of the station is a shopping precinct, a significant residential population and a proposed bus interchange. Current bus routes servicing Alexandra Avenue include:

- 660 Parramatta to Castlewood estate
- 661 Parramatta to Blacktown
- 662 Parramatta to Castle Hill



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- 663 Parramatta to Rouse Hill
- 664 Parramatta to Baulkham Hills and Rouse Hill
- 665 Parramatta to Rouse Hill
- 705 Parramatta to Blacktown station
- 708 Parramatta to Constitution Hill
- 711 Parramatta to Westpoint Blacktown
- 712 Parramatta to Childrens Hospital

It does not make sense to channel significant foot traffic from the surrounding area and from the light rail and bus transport hubs into a single entrance. The designs of other proposed stations contained within the EIS acknowledge the need for more than one access point and it is not clear why Westmead station should be treated any differently.

With a single entry to the entire station complex local residents will have to walk much further to access trains. It is also less safe in the event of a the single entrance needing to be closed.

In addition, Hawkesbury Road is a major thoroughfare to Westmead Hospital. Emergency vehicles regularly use the road on the way to and from the hospital. With a congested single entrance onto Hawkesbury Road, it could be dangerous to have everyone crossing at a single location there is a risk that emergency vehicles could be delayed.

The proposed station is 2-3 storeys north of Alexandra Ave, 5-6 storeys to the south with station services and utilities. A new public plaza is also proposed on the south side of the station with rail, commercial or community facilities along with an activated ground level.

In addition, the Department's own "Westmead 2036 Draft Place Strategy - December 2020" indicated strategic directions including: "Deliver a range of social infrastructure and services that support community diversity and wellbeing to enhance the appeal and competitiveness of Westmead." and "Encourage an array of housing choices that includes affordable options to meet the housing needs of the future community."<sup>i</sup>

An objective of the Place Strategy is to "Promote housing choice and intensification aligned with activity, transport, and open space amenity." In 2016, the total population of Westmead was estimated to be 9,500 people. It is expected to increase by over 12,535 people to 22,035 by 2036, at an average annual growth rate of 4.30% - prior to the pandemic Westmead Public School was the biggest and most overcrowded public school in NSW.

With population growth to continue into the future, the station should be designed to accommodate that growth from the outset.

The EIS indicates "The customer is at the centre. Get where you need to go, easily and quickly"<sup>ii</sup> however this will not be achieved if congestion at a single entrance impedes access.

If there is insufficient means to access the metro station then residents, workers and commuters will make their own decisions and Sydney Metro West's objective to "ake it easier and faster to get around, boosting economic productivity by bringing new jobs and educational opportunities closer to home"<sup>iii</sup> may not be achieved.

The Sydney Morning Herald previously reported that the cost of each new station on the City and Southwest Metro was between \$200m and \$630m, not including excavation works.<sup>iv</sup> A similar investment in the new Westmead metro station will be significant and planning for the future should mean an additional rather than an expensive and disruptive retrofit in the future.

Accordingly, I encourage Sydney Metro to "investigate the opportunity for an additional southern station entrance," and furthermore to ensure the second entrance in the design of the station.

Yours sincerely



**Julia Finn MP**  
**Shadow Minister for Sport**  
**Shadow Minister for Youth**  
**State Member for Granville**

4 May 2022

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<sup>i</sup> [https://shared-drupal-s3fs.s3-ap-southeast-2.amazonaws.com/master-test/fapub\\_pdf/00+-+Planning+Portal+Exhibitions/WestmeadDraftPlaceStrategy\\_v6.pdf](https://shared-drupal-s3fs.s3-ap-southeast-2.amazonaws.com/master-test/fapub_pdf/00+-+Planning+Portal+Exhibitions/WestmeadDraftPlaceStrategy_v6.pdf)

<sup>ii</sup> EIS, p11.

<sup>iii</sup> EIS, p13.

<sup>iv</sup> <https://www.smh.com.au/national/nsw/how-4-billion-blowout-puts-sydney-s-transport-plans-on-the-line-20200206-p53y7u.html>