

# Appendix C

Stakeholder and community engagement



# Appendix C

## Stakeholder and community engagement

This appendix describes the stakeholder and community engagement completed during project scope development and preparation of the Environmental Impact Statement for Stage 1 and the projects considered in the assessment.

### 1.1 Stakeholder and community feedback from project scope consultation

Two rounds of formal stakeholder engagement were carried out over 2017 and 2018 based around the release of:

- First Project Scope in 2017
- Project Overview report in 2018.

In addition, ongoing consultation and engagement has been carried out with government agencies, local government and Precinct Partners (the former Sydney Olympic Park Authority, Infrastructure NSW (formerly UrbanGrowth) in relation to The Bays, and Westmead Alliance).

A summary of the outcomes of the project scope consultation is provided below.

#### 1.1.1 Summary of feedback from local government and stakeholders

Sydney Metro has engaged with local councils situated within the Greater Parramatta to Sydney CBD corridor since 2016. These councils are shown in Figure 1 and include Cumberland City Council, City of Parramatta Council, Municipalities of Strathfield and Burwood, City of Canada Bay Council, Inner West Council and City of Sydney. Table 1 summarises the key aspects of the Concept relevant to each Council area, which has also guided the types of issues discussed with each council (Table 2).

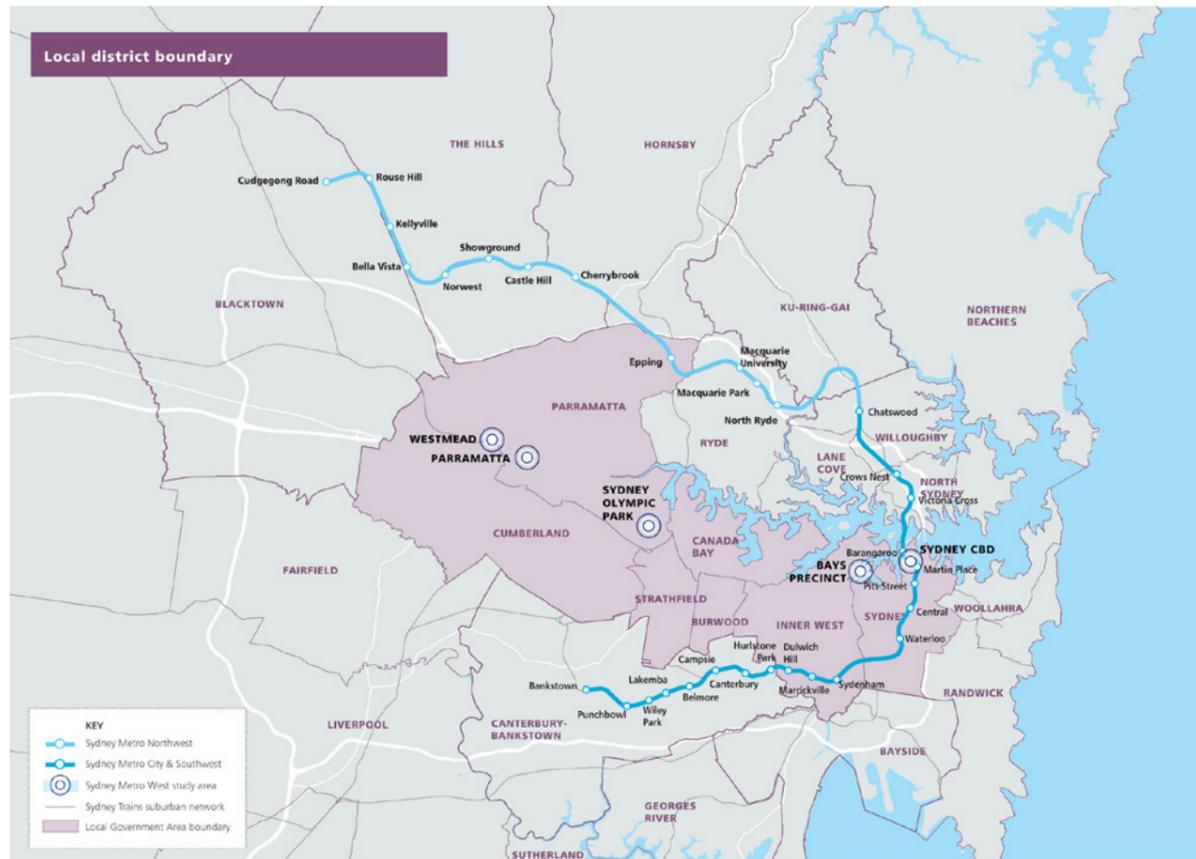


Figure 1: Local councils consulted since 2016

Table 1: Geographical interfaces with local councils

Council	Geographical interface
Cumberland City Council	<ul style="list-style-type: none"> <li>• Westmead (south of existing rail line)</li> </ul>
City of Parramatta Council	<ul style="list-style-type: none"> <li>• Westmead (north of existing rail line)</li> <li>• Parramatta CBD</li> <li>• Sydney Olympic Park</li> <li>• Investigations of potential intermediate station options in the Greater Parramatta Olympic Peninsula area</li> </ul>
Strathfield Council	<ul style="list-style-type: none"> <li>• Implications of potential intermediate stations (not located in local government area boundary)</li> </ul>
Burwood Council	<ul style="list-style-type: none"> <li>• Implications of Burwood North Station</li> </ul>
City of Canada Bay Council	<ul style="list-style-type: none"> <li>• T9 Northern Line connection at North Strathfield</li> <li>• Intermediate station options investigations including Burwood North, Kings Bay and Five Dock</li> </ul>
Inner West Council	<ul style="list-style-type: none"> <li>• The Bays Precinct</li> <li>• Implications of Five Dock Station (not located in local government area boundary)</li> </ul>
City of Sydney Council	<ul style="list-style-type: none"> <li>• Overall alignment</li> <li>• Potential Sydney CBD station options</li> <li>• Pyrmont as a strategic station option</li> </ul>

Table 2: Key issues covered through local council engagement

Theme	Items covered
General project updates	<ul style="list-style-type: none"> <li>• Updates on project scope, development and milestones</li> <li>• Sydney Metro West Project objectives</li> <li>• Informing of upcoming formal consultation periods</li> <li>• Overview of feedback from previous engagement</li> </ul>
Travel time	<ul style="list-style-type: none"> <li>• Overview of drivers and customer benefits of a travel time target of about 20 minutes between Parramatta and the Sydney CBD</li> </ul>
Station optionality	<ul style="list-style-type: none"> <li>• Overview of station location evaluation processes for stations relevant to each local government area</li> </ul>
Station location analysis	<ul style="list-style-type: none"> <li>• Overview of station options with a geographical interface with the local government area</li> <li>• High level station design, where relevant</li> </ul>
Transport integration	<ul style="list-style-type: none"> <li>• Sydney Metro West transport integration principles</li> <li>• Overview of transport integration opportunities for stations with a geographical interface with the local government area - including active transport and bus integration</li> <li>• Drivers and benefits of rail interchanges - including the T9 Northern Line (City of Canada Bay Council and Municipality of Strathfield); and the T1 Western Line (City of Parramatta Council and Cumberland City Council)</li> </ul>
Urban design and place	<ul style="list-style-type: none"> <li>• Station locality plans and urban design considerations</li> </ul>
Local planning	<ul style="list-style-type: none"> <li>• Council updates on development applications and planning proposals which may impact the Concept</li> <li>• Progress on council-led projects where relevant</li> </ul>

Table 3 summarises the feedback from local government from the two rounds of stakeholder engagement and explains how Sydney Metro has considered the feedback received. Table 4 summarises the feedback from peak bodies, representative organisations and groups from the first round of engagement. Table 5 summarises the feedback from Precinct Partners.

**Table 3: Summary of feedback from local government stakeholders**

Organisation	Summary of feedback – round one	Summary of feedback – round two and from ongoing engagement	Sydney Metro response
<b>City of Parramatta Council</b>	<ul style="list-style-type: none"> <li>Identified that the City of Parramatta (as part of the Westmead Alliance) is undertaking a master plan for Westmead that will identify opportunities to coordinate with Sydney Metro West.</li> </ul>	NA	<ul style="list-style-type: none"> <li>Sydney Metro has consulted with the Westmead Innovation District master planning team in determining the most appropriate location for the Westmead Metro Station This engagement will continue during future development of Sydney Metro West, including consideration of integrated station and precinct development</li> </ul>
	<ul style="list-style-type: none"> <li>Previously (in a joint submission with the Sydney Business Chamber) recommended a fast train service linking Western Sydney Airport, and the Parramatta and Sydney CBDs.</li> </ul>	NA	<ul style="list-style-type: none"> <li>Sydney Metro Greater West has been announced. This metro would connect travellers from the new airport to the rest of Sydney’s public transport system, with stations at St Marys, Western Sydney Airport and the Aerotropolis.</li> </ul>
	<ul style="list-style-type: none"> <li>Recommended the following options:                             <ul style="list-style-type: none"> <li>Use of the existing rail corridor</li> <li>Intermediate stations at Croydon and Lidcombe, and then Pitt Street Station</li> <li>Intermediate stations at White Bay and Sydney Olympic Park, and then Pitt Street Station</li> <li>Barangaroo to Parramatta CBD, with intermediate stations at White Bay and Ryde, with a subsequent connection to Western Sydney Airport.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Support for connection with T9 Northern Line and T1 Western Line</li> <li>Under 20-minute travel time between Parramatta and the Sydney CBD</li> <li>Strong support for a station at Westmead and an interchange with T1 Western Line, Parramatta Light Rail, T-Way and active transport.</li> </ul>	<ul style="list-style-type: none"> <li>The Concept establishes a new corridor to improve the public transport network accessibility to key economic centres across the Greater Parramatta to Sydney CBD corridor. Connections with the T1 Western Line and T9 Northern Line are provided at Westmead and North Strathfield respectively. Connections to Parramatta Light Rail are proposed at Westmead and Sydney Olympic Park.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Sydney Metro West is aligned with Council’s vision for Parramatta</li> <li>Support for a metro station close to or on Civic Link and clear legibility with other transport modes</li> <li>Civic Link Framework Plan and related Development Control Plan needs to be integrated with any future metro station.</li> </ul>	<ul style="list-style-type: none"> <li>The Parramatta Metro Station is positioned for good connections with the existing and planned civic spaces, including Parramatta Square, Church Street and the proposed Civic Link. The Civic Link Framework Plan and related Development Control Plan will be considered during future development of Sydney Metro West, including integrated station and precinct development.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Council requests direct involvement in planning for Metro at Sydney Olympic Park.</li> </ul>	<ul style="list-style-type: none"> <li>Engagement with Council will continue during future development of Sydney Metro West.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Council resolved to advocate a station in the Newington/North Lidcombe area (north of the M4 motorway)</li> <li>Support for a station at either Camellia or Rydalmere – preference for Camellia</li> <li>Retain employment lands at Rydalmere.</li> </ul>	<ul style="list-style-type: none"> <li>A strategic station option at Rydalmere has been identified and is still under investigation.</li> </ul>
<b>Canterbury Bankstown Council</b>	<ul style="list-style-type: none"> <li>Acknowledged that Sydney Metro West does not directly impact the Canterbury Bankstown area, however requested that the southwest is given the same level of investment and focus to maximise the benefits possible from this new infrastructure.</li> </ul>	NA	<ul style="list-style-type: none"> <li>Significant investment is proposed as part of Sydney Metro City &amp; Southwest, which includes upgrade and conversion of all 11 stations between Sydenham and Bankstown to metro standards.</li> </ul>
<b>Strathfield Council</b>	<ul style="list-style-type: none"> <li>Recommended stations within the Strathfield and Homebush priority precincts to support additional dwellings and jobs.</li> </ul>	<ul style="list-style-type: none"> <li>Support for Sydney Metro West</li> <li>Connection and integration to North Strathfield supported.</li> </ul>	<ul style="list-style-type: none"> <li>The Concept includes the opportunity to transfer to and from the T9 Northern Line at North Strathfield.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Welcomed further briefing once more information is available including decision on funding</li> <li>Welcomed continued engagement and briefing with Council staff.</li> </ul>	<ul style="list-style-type: none"> <li>Sydney Metro will continue to work with Strathfield Council as the Concept and Stage 1 progress.</li> </ul>
<b>City of Canada Bay Council</b>	<ul style="list-style-type: none"> <li>Support for Kings Bay Station option to serve future development associated with the Parramatta Road Urban Transformation Strategy</li> <li>Recommended two additional station locations at Burwood and Strathfield/Homebush.</li> </ul>	<ul style="list-style-type: none"> <li>Support for a connection to the T9 Northern Line at either North Strathfield or Concord West and requests further information.</li> </ul>	<ul style="list-style-type: none"> <li>The Concept includes metro stations at Five Dock and Burwood North and a connection to the T9 Northern Line at North Strathfield.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Endorses Five Dock in addition to Burwood North within the Parramatta Road Corridor Urban Transformation Strategy area.</li> </ul>	<ul style="list-style-type: none"> <li>With metro stations at North Strathfield, Burwood North and Five Dock, the Concept supports the overall vision for the Parramatta Road Corridor as a high quality multi-use corridor with improved transport choices.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Requests community consultation sessions held in Five Dock.</li> </ul>	<ul style="list-style-type: none"> <li>Community consultation will continue during the preparation and exhibition of the Environmental Impact Statement. This will include community drop-in sessions across the alignment.</li> </ul>

Organisation	Summary of feedback – round one	Summary of feedback – round two and from ongoing engagement	Sydney Metro response
Burwood Council	NA	<ul style="list-style-type: none"> <li>Support for a metro station at the intersection of Burwood Road and Parramatta Road to serve demand from the north and south.</li> </ul>	<ul style="list-style-type: none"> <li>The Concept includes Burwood North Station near the intersection of Parramatta Road and Burwood Road.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Plan for a connection between Burwood North Station and Burwood Station including a pedestrian-only link across Parramatta Road.</li> </ul>	<ul style="list-style-type: none"> <li>An entry to the metro station is proposed to be provided on the southern side of Parramatta Road, with a pedestrian underpass.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Plan for new bus services to connect Burwood North Station with Burwood Station and Strathfield Station</li> <li>Restore peak hour suburban rail services stopping at Burwood Station. This should be enabled by decreased pressure on the T1 Western Line with the construction of Sydney Metro West.</li> </ul>	<ul style="list-style-type: none"> <li>Bus and rail servicing will be discussed with operators during future development of Sydney Metro West.</li> </ul>
Inner West Council	NA	<ul style="list-style-type: none"> <li>Requests that The Bays Station be located near to the White Bay Power Station site and the Balmain Peninsula.</li> </ul>	<ul style="list-style-type: none"> <li>The Bays Station would be located at the apex of White Bay between Glebe Island and the White Bay Power Station.</li> </ul>
	<ul style="list-style-type: none"> <li>Requests involvement in decisions associated with route options, alignment and station locations.</li> </ul>	<ul style="list-style-type: none"> <li>Requests involvement in the determination of station locations, access arrangements and land use responses to stations.</li> </ul>	<ul style="list-style-type: none"> <li>Sydney Metro has engaged with stakeholders, including Council, to seek feedback throughout early project development. This engagement with Council will continue during future development of Sydney Metro West.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Recommends that Sydney Metro is integrated with the broader transport network, including enhanced bus and active transport connections</li> <li>Opportunities should be considered to reinstate Glebe Island Bridge for active transport.</li> </ul>	<ul style="list-style-type: none"> <li>The development of the Concept has considered opportunities for integration with other public and active transport modes</li> <li>Stations would be designed to integrate with the broader transport network.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Requests that opportunities for additional stations within the Inner West local government area be considered to encourage the use of public transport</li> </ul>	<ul style="list-style-type: none"> <li>Various station options have been considered. Station locations have been informed by a range of factors including travel time between the Sydney and Parramatta CBD, opportunities for land use and transport integration, constructability and community feedback, among other factors.</li> <li>Stations at Five Dock and The Bays Precinct present opportunities for integration with the bus network in the Inner West area.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Requests that the Sydney Metro West project include a comprehensive community consultation program.</li> </ul>	<ul style="list-style-type: none"> <li>Community consultation will continue during the preparation and exhibition of the Environmental Impact Statement. This will include activities such as community drop-in sessions.</li> </ul>
	<ul style="list-style-type: none"> <li>Advocates for the protection of industrial land, spaces for creative uses and heritage items.</li> <li>Future development around stations should support broader strategic planning objectives.</li> <li>Supports increased supply of open space across the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Reiterated previous comments.</li> </ul>	<ul style="list-style-type: none"> <li>The development of the Concept has been informed by broader strategic planning objectives.</li> <li>Integrated station and precinct development would be subject to a separate planning approvals process.</li> </ul>
City of Sydney Council	<ul style="list-style-type: none"> <li>Recommended that Sydney Metro West should connect to Central Station (via a new station at Railway Square)</li> <li>Recommended additional stations at Pyrmont, Ultimo and Green Square East.</li> </ul>	<ul style="list-style-type: none"> <li>Strongly supports Pyrmont station.</li> <li>Supports a station at Central Station to help renew the southern CBD and build upon the education precinct</li> <li>An interchange at Central could connect to the health and innovation district at Ultimo and Camperdown/ Sydney University.</li> </ul>	<ul style="list-style-type: none"> <li>The Concept includes a strategic station option at Pyrmont. The Concept includes a station in the Sydney CBD that would enable transfer to and from with existing public transport networks, including Sydney Metro City &amp; Southwest, Sydney Trains, Light Rail and bus networks. Further investigation is currently underway to identify an optimum location within the Sydney CBD.</li> </ul>
	<ul style="list-style-type: none"> <li>Recommended that opportunities west of Parramatta at Badgerys Creek Airport and east of Green Square at Randwick and Maroubra should be considered.</li> </ul>	NA	<ul style="list-style-type: none"> <li>Potential station locations beyond the Sydney CBD would be considered as part of planning for a future extension to the south-east</li> <li>Sydney Metro Greater West has been announced. This metro would connect travellers from the new airport to the rest of Sydney's public transport system, with stations at St Marys, Western Sydney Airport and the Aerotropolis.</li> </ul>
	NA	<ul style="list-style-type: none"> <li>Supports the broad Sydney Metro West concept</li> <li>Supports accelerated delivery of Sydney Metro West – no later than 2028.</li> </ul>	<ul style="list-style-type: none"> <li>Further information on delivery timeframes for Sydney Metro West will be provided as part of the Environmental Impact Statement</li> </ul>
Southern Sydney Regional Organisation of Councils (SSROC)	<ul style="list-style-type: none"> <li>Recommended a station at Burwood to support its role as a strategic or district centre.</li> </ul>		<ul style="list-style-type: none"> <li>The Concept includes Burwood North Station near the intersection of Parramatta Road and Burwood Road.</li> </ul>

**Table 4: Early feedback from peak bodies, representative organisations and groups**

Organisation	Summary
<b>10,000 Friends of Greater Sydney (FROGS)</b>	Recommendations include: <ul style="list-style-type: none"> <li>• Need to augment the capacity of the current heavy rail lines in the western rail corridor</li> <li>• Use of single deck rolling stock</li> <li>• Various station locations</li> <li>• Need for a second station at Parramatta</li> <li>• Need for a fast rail link from Parramatta to Western Sydney Airport, joining to the Sydney CBD with a separate line from Sydney Metro West in the future.</li> </ul>
<b>Action for Public Transport (NSW) Inc</b>	<ul style="list-style-type: none"> <li>• Recommended that metro should provide cross-platform interchange to other rail services and that stations should be not too far apart</li> <li>• Suggested that Sydney Metro West provides an opportunity to transform Parramatta Road</li> <li>• Suggested route alignments and station locations for east, south and south-west of the Sydney CBD.</li> </ul>
<b>Australian Rugby Union (ARU)</b>	<ul style="list-style-type: none"> <li>• Recommended a station at Moore Park to address the need for better public transport connections for sports fans.</li> </ul>
<b>Cricket NSW</b>	<ul style="list-style-type: none"> <li>• Recommended a station at Moore Park to support the multiple sporting events and align with other domestic and international sporting precincts by providing better public transport connectivity.</li> </ul>
<b>Kings Bay Partnership</b>	<ul style="list-style-type: none"> <li>• Supported a Kings Bay Station option.</li> </ul>
<b>Liverpool Transport Taskforce</b>	<ul style="list-style-type: none"> <li>• Recommended four metro tracks between the Sydney CBD and Parramatta to enable both express and all-stops services</li> <li>• Supported a Concord West Station option rather than Strathfield</li> <li>• Suggested station locations for east of the Sydney CBD</li> <li>• Recommended faster and more connected services for Liverpool.</li> </ul>
<b>NSW Rugby Union</b>	<ul style="list-style-type: none"> <li>• Suggested the Moore Park area would benefit from an integrated public transport system.</li> </ul>
<b>Royal Agricultural Society</b>	<ul style="list-style-type: none"> <li>• Recommended that the Olympic Park Station for Sydney Metro West should be located in the south-east of the Sydney Showground site (in or around the existing P6 car park site).</li> </ul>
<b>Sydney Cricket and Sports Ground Trust</b>	<ul style="list-style-type: none"> <li>• Recommended a station at Moore Park to significantly decrease traffic congestion during major events, to the benefit of event attendees, as well as local businesses and residents.</li> </ul>
<b>Sydney Swans Ltd</b>	<ul style="list-style-type: none"> <li>• Supports Sydney Metro West</li> <li>• Recommended a station at Moore Park.</li> </ul>
<b>Western Sydney University</b>	<ul style="list-style-type: none"> <li>• Recommended a station at Westmead to support jobs within the education and health super precinct.</li> </ul>

**Table 5: Summary of feedback from Precinct Partners**

Precinct Partners	
<ul style="list-style-type: none"> <li>• Former Sydney Olympic Park Authority</li> <li>• Infrastructure NSW (formerly UrbanGrowth)</li> <li>• Ports Authority of NSW</li> <li>• Westmead Alliance</li> </ul>	<ul style="list-style-type: none"> <li>• Alignment with master planning processes</li> <li>• Coordination and alignment on staging and implementation of masterplan outcomes and other infrastructure</li> <li>• Joint decision making on station location, design, transport integration and economic benefit realisation.</li> </ul>

- walking and cycling links
- Seventy-four per cent stated they were not concerned about a metro station being built in their suburb, 15 per cent replied they would be concerned, 10 per cent replied that maybe they would be concerned (one per cent did not answer this question).

For the survey respondents that expressed concern about a metro station being built in their suburb (15 per cent), a follow-up question asked for more information. Figure 2 summarises the concerns provided by this group of survey respondents.

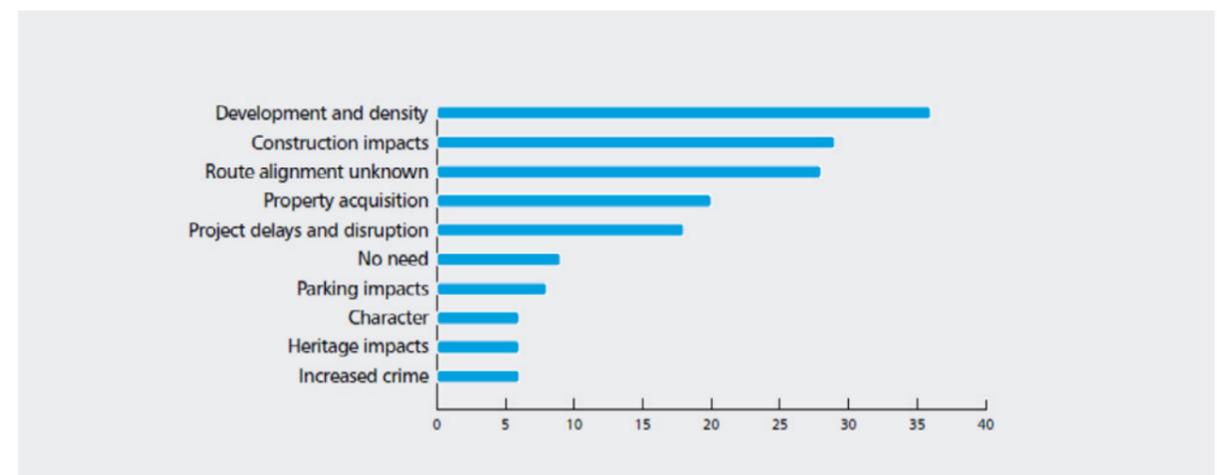
**1.1.2 Summary of feedback from community engagement**

**Community information and engagement – round one**

The “have your say” survey from round one yielded useful information to further inform the development of Sydney Metro West.

Key insights from the 1,000 people that participated in the survey included:

- Top five suggested station locations (apart from the four key precincts announced) included Five Dock, Wentworth Point, Newington, North Strathfield and Westmead
- Thirty-nine per cent requested a metro station in their own suburb, 41 per cent did not request a metro station in their own suburb, and 20 per cent did not state a metro station location preference
- Majority of survey respondents use public transport daily and want a train service that is frequent, with no timetable
- Top five community attributes that are valued (in order) include:
  - parks and recreational facilities
  - cafes restaurants and shops
  - natural environment
  - a sense of community



**Figure 2: Survey results from question: 'Why are you concerned about a metro station being built in your suburb?'**

In addition to the 1,000 “have your say” survey responses, 39 submissions were received from members of the community, with 38 submissions from individuals and one submission from the Save North Strathfield Residents Action Group. Most community submissions were supportive of Sydney Metro West.

A summary of the key themes from 39 community submissions received during round one of the community information and engagement is provided in Table 6.

**Table 6: Key themes from round one community information and engagement**

Topic	Issue raised	Sydney Metro West response
<b>Strategic objectives and justification</b>	Some submissions felt Sydney Metro West should be delivered earlier than the late 2020s, to support forecast population growth and relieve congestion on the T1 Western Line. It was also felt that consideration should be given to connecting communities that are currently not serviced by rail, while being aware of the impact of high-density development as a result of urban renewal.	Sydney Metro will continue to investigate ways to deliver Sydney Metro West as efficiently as possible. The delivery of Sydney Metro Northwest and Sydney Metro City & Southwest will provide some relief from congestion for the T1 Western Line when it opens in full configuration in 2024. The Concept includes stations in areas not currently serviced by rail (Burwood North, Five Dock and The Bays) and interchange opportunities with the suburban rail network at Westmead, North Strathfield and in the Sydney CBD.
<b>Land use and development</b>	Urban renewal, including employment and higher-density housing, could be associated with Sydney Metro West. Many submissions had a view that effective public transport solutions needed to accompany new developments in the corridor, and that Sydney Metro West should consider these areas in addition to areas marked for growth. There were mixed views on development potential according to the area. As part of its ongoing analysis, Sydney Metro will look at how the existing bus network can be optimised to achieve better customer outcomes, and opportunities presented to optimise the broader public transport network.	A range of station options within the corridor have been considered to determine which would benefit most from a metro service and how to best integrate with land use planning along the corridor.
<b>Project cost and funding</b>	Some submissions expressed concern about the value-capture process and how it would not meet the long-term local and social infrastructure needs of urban renewal locations.	Various funding options including value-capture mechanisms are being considered. This is beyond the scope of the planning approval process.
<b>Project definition – train type, journey times and station frequency</b>	Some submissions felt that service on the new line would need to be frequent, support the population and employment areas, and be significantly less than a 25 to 27 minute journey time to compete with the T1 Western Line. Others felt that the journey time should be between 10 and 20 minutes. There were mixed views about providing a fast- or high-speed rail service versus the number of stations. Submissions wanting greater accessibility for communities west of Parramatta from the Western Sydney Airport to the Sydney CBD wanted a fast service. Submissions from locations between the Parramatta and Sydney CBDs that currently do not have access to a mass-transit solution, generally requested a metro station within their area. It was also mentioned that fewer stations would provide less opportunity for people to use the service.	To achieve the optimum balance, Sydney Metro have looked at a combination of speed of travel, frequency of service, the number of stations, and the reliability of the service. There is also the need to link communities not currently serviced by rail to major job centres. The optimal combination of all these factors to provide the best outcome for most customers informed the development of the Concept.
<b>Transport integration</b>	Many submissions expressed concern about the need to relieve congestion on the T1 Western Line, and also the need to integrate rail lines to create a north-south connection. Other comments included the need to provide connections to ferries and to local bus routes within the corridor. Respondents felt that the new line should not duplicate the current T1 Western Line, even though there was congestion on that line, but should instead service new areas.	The Greater Sydney Service and Infrastructure Plan released as part of the Future Transport 2056 strategy includes several mass transit links for further investigation around Parramatta to expand 30-minute access to education, jobs and services. This includes links from the north to south, including potential links between Parramatta-Epping and Parramatta-Kogarah. Relieving the T1 Western Line is a key objective for Sydney Metro West. All areas within the study area have been investigated, and the Concept would provide new areas with rail services.
<b>Road network performance</b>	Many submissions welcomed Sydney Metro West, as they felt that it would reduce congestion on the roads. They also raised the importance of a metro station within the Parramatta Road Corridor to cater for growth and support the Parramatta Road Urban Transformation Strategy.	The Greater Sydney Service and Infrastructure Plan released as part of the Future Transport 2056 strategy proposes a range of transport initiatives to support growth and improve journey times. This includes Parramatta Road public transport improvements with planning underway. The Concept has been developed with reference to strategic investigations to support broader land use planning within the corridor, such as the Parramatta Road Urban Transformation Strategy, The Bays Urban Transformation Program, the Sydney Olympic Park Masterplan, and the Greater Sydney Commission’s vision for the Greater Parramatta and the Olympic Peninsula. Directly relevant to these plans and strategies, the Concept includes new metro stations at Sydney Olympic Park, North Strathfield, Burwood North and The Bays Precinct.
<b>Local amenity, precinct planning and placemaking</b>	Some submissions felt that station locations should be walkable and cycle friendly and include pick-up and drop-off points.	All stations forming part of the Concept would prioritise walking and cycling access, and would provide cycle parking options, to encourage active transport connections. Stations would also be designed to provide easy transfer to other transport services, such as buses, and include kiss-and-ride, ride share and taxi zones.
<b>Project design and construction</b>	One submission provided advice on design and construction considerations to ensure benefits of the new Sydney Metro West and T1 Western Line could both be realised.	All submissions providing technical advice and comments were provided to the project team for consideration.
<b>Options outside study area</b>	Some submissions raised the importance of connecting a north-south line to Sydney Metro West, as well as providing a connection to Western Sydney Airport. One submission suggested using the same branding for metro as heavy rail to avoid confusion for passengers.	The Future Transport Strategy 2056 proposes future initiatives and potential future transport solutions, including rail lines. Sydney Metro Greater West has been announced. This metro would connect travellers from the new airport to the rest of Sydney’s public transport system, with stations at St Marys, Western Sydney Airport and the Aerotropolis. For ease of customer information and wayfinding, Sydney Metro and Sydney Trains will continue to have individual branding.
<b>Location specific considerations</b>	Location-specific considerations outlining issues, constraints and opportunities, were provided in submissions for many locations.	Further detail on Sydney Metro West, including proposed and potential station locations was provided to the community as part of the second round of community information and engagement. Location specific considerations were therefore considered in more detail as part of the second round (refer below).

### Community information and engagement – round two

The overview document, Sydney Metro West: A new railway for Western Sydney – Project overview (March 2018), provided a summary of Sydney Metro West. This included station locations at Westmead, Parramatta CBD, Sydney Olympic Park, The Bays Precinct and the Sydney CBD.

Sydney Metro West: A new railway for Western Sydney – Project overview (March 2018) also outlined potential intermediate stations that were being investigated at Rydalmere/Camellia, Burwood North/Kings Bay/Five Dock and Pyrmont, as well as a connection to the T9 Northern Line at either North Strathfield or Concord West.

Most submissions received were broadly positive and supportive of Sydney Metro West and/or the metro network, while some others outlined concerns and raised questions.

Fifteen submissions were received from major stakeholders, including local governments, peak bodies, education providers, community groups and others. Many submissions raised multiple issues, resulting in a total greater than the total number of submissions.

An overview of all submission topics, as well as feedback provided through interactive maps, is provided in Figure 3.

Table 7 outlines the feedback received as part of the second phase of consultation regarding Sydney Metro West and how this has been considered in refining the scope of Sydney Metro West or in defining the scope of the Environmental Impact Statement. This table (which was initially provided in the Scoping Report) has been updated to reflect the information that is now provided in the Environmental Impact Statement.

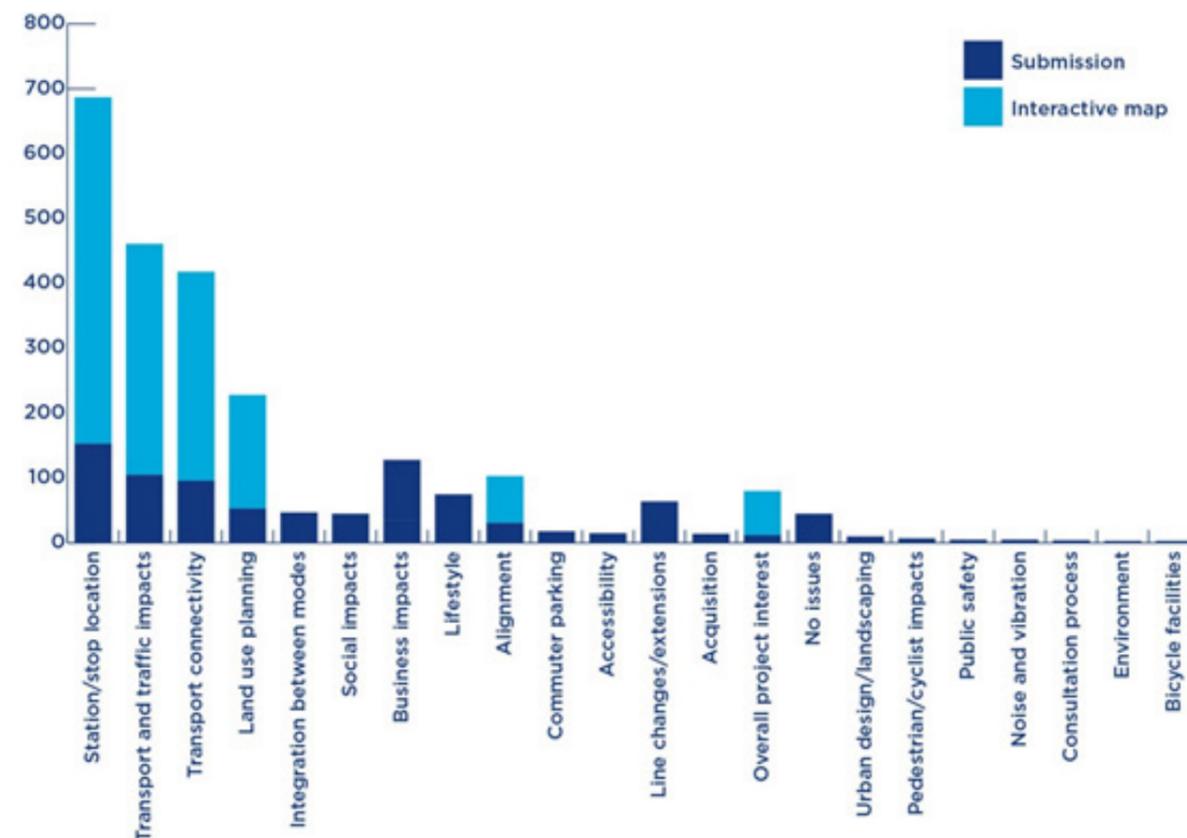


Figure 3: Submission issues raised by category

Table 7: Feedback from round two of community consultation and engagement

Topic	Issue raised	Sydney Metro response	Environmental Impact Statement reference
<b>Confirmed stations</b>			
<b>Westmead metro station</b>	Support for a station at Westmead and an opportunity to create a transport interchange.	Support for a metro station at Westmead is acknowledged.	Chapter 3 (Sydney Metro West development and alternatives)
	Concern about parking availability around Westmead Station.	The Environmental Impact Statement will include an assessment of parking changes around Westmead as a result of the Concept and Stage 1.	Chapter 10 (Transport and traffic – Stage 1)
	Suggestion that the station should be closer to Westmead Hospital, instead of the current proposed station location.	The proposed metro station at Westmead Metro Station would be located at the existing Westmead Station to provide opportunity for transfer to and from the T1 Western Line. Connections to the hospital precinct would be available via the proposed Parramatta Light Rail.	Chapter 3 (Sydney Metro West development and alternatives)
<b>Parramatta metro station</b>	Support for a station at Parramatta with some comments supporting an interchange and other comments supporting a new location.	Support for a station at Parramatta is acknowledged. The proposed Parramatta Metro Station would be located to the north of the existing station within the Parramatta CBD.	Chapter 3 (Sydney Metro West development and alternatives)
<b>Sydney Olympic Park metro station</b>	Concern about the similarities with the current train line and light rail.	The need for Sydney Metro West is identified in Chapter 2 (Strategic need and justification). The planned Parramatta Light Rail Stage 2 would provide complimentary services to Sydney Metro West. Light rail brings customers to and disperses them from the major transport hubs served by higher capacity suburban and metro rail services.	Chapter 2 (Strategic need and justification) Chapter 3 (Sydney Metro West development and alternatives)
	Recommendation for transport planning to identify interchanges with light rail and bus services.	Interchange between Sydney Metro West and both the planned Parramatta Light Rail Stage 2 and buses is proposed at Sydney Olympic Park. The Environmental Impact Statement includes principles to guide service and interchange planning for Sydney Metro West. Details of interchange provision at each station will form part of the assessment of future stages of Sydney Metro West.	Chapter 7 (Placemaking)

Topic	Issue raised	Sydney Metro response	Environmental Impact Statement reference
<b>The Bays Station</b>	Support for a station at The Bays Precinct, particularly near the White Bay Power Station and the development of a multi modal transport plan to facilitate transport to surrounding areas.	The support for The Bays Station is acknowledged. The Environmental Impact Statement includes principles to guide service and interchange planning for Sydney Metro West. Details of interchange provision at each station will form part of the assessment of future stages of Sydney Metro West.	Chapter 7 (Placemaking)
<b>Potential intermediate stations</b>			
<b>Rydalmere</b>	Support for a station at Rydalmere to service the Western Sydney University campus and provide an interchange between metro, light rail and ferries.	The preferred location for a station between Parramatta and Sydney Olympic Park is at Rydalmere. Rydalmere has been included as a strategic station option.	Chapter 3 (Sydney Metro West development and alternatives)
<b>Camellia</b>	Support for a station at Camellia to facilitate expected growth related to the draft Camellia Town Centre Master Plan and to include interchange with a light rail stop.	A station at Camellia is not proposed.	Chapter 3 (Sydney Metro West development and alternatives)
<b>Burwood North</b>	Mixed response to a station at Burwood North with some support.	Sydney Metro West includes a proposed station at Burwood North. The proposed station would provide a more frequent, reliable and fast mass transit service. It would also support the development of the Burwood strategic centre and would create an opportunity to integrate with the existing bus networks along Burwood Road and Parramatta Road, providing an efficient interchange for customers.	Chapter 3 (Sydney Metro West development and alternatives) Chapter 6 (Concept description)
<b>Kings Bay</b>	Small amount of support for a station at Kings Bay which could complement the Kings Bay precinct plan that is part of the Parramatta Road Urban Transformation Strategy.	A station at Kings Bay is not proposed.	Chapter 3 (Sydney Metro West development and alternatives)
<b>Five Dock</b>	Support for a station at Five Dock as the area needed better public transport connections with current long journey times to the CBD, compared to Burwood.	The Concept includes proposed stations at both Burwood North and Five Dock.	Chapter 3 (Sydney Metro West development and alternatives) Chapter 6 (Concept description)
<b>Pyrmont</b>	Support for a station at Pyrmont due to limited capacity and reliability with existing transport modes.	Sydney Metro is continuing to investigate the potential for a station at Pyrmont.	Chapter 3 (Sydney Metro West development and alternatives)
<b>T9 Northern Line connection</b>	More support for a station at North Strathfield rather than a station at Concord West.	The proposed location for a T9 Northern Line connection is North Strathfield.	Chapter 3 (Sydney Metro West development and alternatives) Chapter 6 (Concept description)
<b>North Strathfield</b>	Support included relieving congestion on the T9 Northern Line.	The Concept includes a proposed station at North Strathfield.	Chapter 3 (Sydney Metro West development and alternatives)
	Qualified support due to concerns about property acquisitions.	The support for a metro station at North Strathfield is acknowledged. Property acquisition requirements and processes for North Strathfield metro station are identified in Chapter 14 (Property and land use – Stage 1) and the need for private property acquisition has been minimised.	Chapter 14 (Property and land use – Stage 1)
	Concerns about changing the character of the area, potential to worsen the constricted road network and concerns about increasing the density of the suburb.	Land use change around the proposed North Strathfield metro station is planned as part of the Parramatta Road Urban Transformation Plan. The Environmental Impact Statement considers potential land use, character and congestion impacts associated with the construction of Stage 1 of Sydney Metro West. Operation will be considered as part of the assessment of future stages of Sydney Metro West.	Chapter 7 (Placemaking) Chapter 8 (Concept environmental assessment) Chapter 10 (Transport and traffic – Stage 1) Chapter 14 (Property and land use – Stage 1)
<b>Concord West</b>	Support for a station at Concord West due to easing traffic congestion, revitalising the area and providing access to cultural and recreational facilities.	A station at Concord West is not proposed.	Chapter 3 (Sydney Metro West development and alternatives)
	Not supportive of a station due to potential heritage impacts and there is fewer growth opportunities.	A station at Concord West is not proposed.	Chapter 3 (Sydney Metro West development and alternatives)
<b>Alternative Stations</b>			
<b>Support for other potential station locations</b>	Support for a station at either Silverwater or Newington, with Newington receiving almost twice the amount of support.	The preferred location for a station between Parramatta and Sydney Olympic Park is at Rydalmere. Rydalmere has been included as a strategic station option.	Chapter 3 (Sydney Metro West development and alternatives)

Topic	Issue raised	Sydney Metro response	Environmental Impact Statement reference
<b>Other issues</b>			
<b>Transport and traffic impacts</b>	Concern about the transport and traffic impacts during construction.	The Environmental Impact Statement provides an assessment of potential construction transport and traffic impacts.	Chapter 10 (Transport and traffic – Stage 1)
	Concern about additional growth within planned precincts and the need for Metro to support existing and future development.	Sydney Metro West is needed to support already planned growth. The Environmental Impact Statement includes further information on Sydney Metro's role in creating places and integrated station/precinct development.	Chapter 2 (Strategic need and justification) Chapter 7 (Placemaking) Chapter 14 (Property and land use – Stage 1)
	The Concept would take cars off the road, reduce future car need and reduce road congestion.	The support for the benefits of Sydney Metro West is acknowledged. The Environmental Impact Statement provides additional information regarding the traffic and transport benefits of Sydney Metro West.	Chapter 2 (Strategic need and justification)
<b>Transport connectivity</b>	Suggestions outlined alternative connections to existing networks, such as Sydney Metro Northwest, Sydney Metro City & Southwest and Dulwich Hill Line light rail.	The Concept includes opportunity to interchange with the Sydney Metro City & Southwest line in the Sydney CBD. Further detail will be provided as part of future stages of Sydney Metro West.	Chapter 3 (Sydney Metro West development and alternatives) Chapter 6 (Concept description)
	Concerns about ensuring integration with other modes of transport.	The Environmental Impact Statement includes principles to guide service and interchange planning for Sydney Metro West. Details of interchange provision at each station will form part of the assessment of future stages of Sydney Metro West.	Chapter 3 (Sydney Metro West development and alternatives) Chapter 7 (Placemaking)
	Strong desire for placemaking and good design outcomes at interchanges.	The Environmental Impact Statement outlines the Sydney Metro approach to placemaking and sets place and design principles for each station location.	Chapter 7 (Placemaking)
<b>Land use planning</b>	Concern that Sydney Metro West would lead to an increase in residential densities near the stations.	Sydney Metro West is needed to support already planned growth. The Environmental Impact Statement includes further information on Sydney Metro's role in creating places and integrated station/precinct development.	Chapter 2 (Strategic need and justification) Chapter 7 (Placemaking) Chapter 14 (Property and land use – Stage 1)
	Resulting high-rise developments would add to congestion and make street parking more difficult.	Sydney Metro West is needed to support already planned growth. The Environmental Impact Statement includes further information on Sydney Metro's role in creating places and integrated station/precinct development.	Chapter 2 (Strategic need and justification) Chapter 7 (Placemaking) Chapter 14 (Property and land use – Stage 1)
	Concerns about increased land use without a mass transit solution as there are constraints on the existing road and rail networks.	Sydney Metro West is needed to support already planned growth. The Environmental Impact Statement includes further information on Sydney Metro's role in creating places and integrated station/precinct development.	Chapter 2 (Strategic need and justification) Chapter 7 (Placemaking) Chapter 14 (Property and land use – Stage 1)
<b>Social impacts</b>	Support for the positive social impacts of Sydney Metro West, including providing connections to services, businesses, education and medical facilities.	The Environmental Impact Statement includes information on the connectivity benefits of Sydney Metro West.	Chapter 2 (Strategic need and justification)
	Benefits due to reduced commuting times and increasing family and social time.	The Environmental Impact Statement includes information on the benefits of Sydney Metro West.	Chapter 2 (Strategic need and justification)
	Project would reduce congestion and increase amenity in many areas.	The Environmental Impact Statement includes information on the benefits of Sydney Metro West, including placemaking opportunities.	Chapter 2 (Strategic need and justification) Chapter 7 (Placemaking)
	Propose an active transport (walking and cycling) corridor to improve the Inner West cycling network.	Environmental Impact Statement includes transport integration principles for Sydney Metro West. Details of connections to existing transport networks at each station will form part of the assessment of future stages of Sydney Metro West.	Chapter 7 (Placemaking)
<b>Business impacts</b>	Support for increased access to businesses for employees and customers which would increase the productivity and economic output of the area.	The Environmental Impact Statement includes information on the benefits of Sydney Metro West.	Chapter 2 (Strategic need and justification)
	Support for stations to be near business, retail and employment centres instead of being near residential areas.	Sydney Metro West is being planned to provide a balance of station types. Stations servicing business and employment centres are required as destination stations and to provide economic benefits. Stations servicing residential areas are also required as origin stations and to provide land use and housing benefits.	Chapter 3 (Sydney Metro West development and alternatives) Chapter 7 (Placemaking)

Topic	Issue raised	Sydney Metro response	Environmental Impact Statement reference
<b>Business impacts cont.</b>	Concern about the negative impact of businesses near stations during construction.	The Environmental Impact Statement considers local business impacts around construction sites.	Chapter 16 (Business impacts - Stage 1)
<b>Alignment and network</b>	Many submissions suggested alternative alignments or extensions which are outside of the scope of Sydney Metro West, with some people outlining complete rail networks for Greater Sydney and regional NSW.	The Environmental Impact Statement provides information on alternative alignments considered. Extensions to the Concept are not within the current scope of Sydney Metro West.	Chapter 3 (Sydney Metro West development and alternatives)
<b>Commuter parking</b>	Concern about the need for commuter car parking at stations, particularly at Westmead, North Strathfield and Concord West Stations.	Based on the proximity of the proposed stations to CBD locations, commuter parking is not proposed at any stations. The Environmental Impact Statement includes transport integration principles for Sydney Metro West.	Chapter 7 (Placemaking)
<b>Accessibility</b>	Concern about accessibility at stations.	All Sydney Metro West stations would be fully accessible.	Chapter 6 (Concept description)
	Concern about decrease in seating on metro train compared to Sydney Trains.	All trains would be new, single-deck metro trains similar to those in operation on the Metro North West Line. Metro trains have seating and standing room designed to maximise personal space.	Chapter 6 (Concept description)
	Concern there would be insufficient time for people to board or exit the train in the peak period of trains every four minutes.	Sydney Metro West would provide level access between the platform and train, reduced gaps between the platform and train and at least three double doors per side per carriage. These features would allow efficient and safe boarding and alighting including for customers with special needs.	Chapter 6 (Concept description)
<b>Acquisition</b>			
	Concern about property acquisition associated with Sydney Metro West. Concern about property acquisition and suggestions that stations be placed on or under land that is open space, industrial or community use.	Sydney Metro would only acquire properties necessary to facilitate construction or operation of Sydney Metro West. Sydney Metro has minimised the need for private property acquisition using existing Government owned land where possible. Sydney Metro has contacted those property owners whose properties will need to be acquired and has appointed Personal Managers to offer residents support throughout the acquisition process.	Chapter 14 (Property and land use - Stage 1)
	Questions about when residents will be advised about the type of development (higher density housing, retail, commercial) that will accompany stations.	The Concept supports already planned growth. Future stages of Sydney Metro West will provide opportunity for Council and community engagement and input into the types of development Council and residents would like to access in their station precincts. Any proposed future development associated with station precincts will be subject to separate planning assessment processes and approvals.	Chapter 7 (Placemaking)
<b>Urban design and landscaping</b>	Support for public spaces such as squares and parks at station entrances.	The Environmental Impact Statement identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in collaboration with key stakeholders - including relevant local and state government agencies.	Chapter 7 (Placemaking)
	Support for safeguarding extensions within station design.	The support for safeguarding extensions is acknowledged. Provision for integrated station and precinct developments would be made at Westmead, Parramatta, Sydney Olympic Park, Burwood North, Five Dock, The Bays and Sydney CBD. Sydney Metro West stations would be designed to provide for requirements associated with integrated station and precinct development.	Chapter 6 (Concept description) Chapter 7 (Placemaking)
	No support for over station development outside of the core CBD area.	Several of the Sydney Metro West stations would provide opportunity for integrated station and precinct development - whether this is directly above the station, integrated with the station entry, or adjacent to station entries on residual sites available following construction. Integrating a mix of uses and development into the station precinct would contribute to the success of these places. Any developments proposed to be integrated with new metro stations would be subject to a separate planning approvals process. in accordance with the Environmental Planning and Assessment Act 1979.	Chapter 7 (Placemaking)
<b>Pedestrians and cyclists</b>	Stations should be planned to ensure the largest number of people possible can walk or cycle to stations.	The Environmental Impact Statement includes principles to guide service and interchange planning for Sydney Metro West. This includes consideration of access for pedestrians and cyclists.	Chapter 7 (Placemaking)Chapter 10 Transport and traffic - Stage 1
	Support for bicycle parking facilities or bicycle transport areas.	The Environmental Impact Statement includes principles to guide service and interchange planning for Sydney Metro West. This includes consideration of access for pedestrians and cyclists. Further detail on provision for bicycles will be provided as part of the assessment of future stages of Sydney Metro West.	Chapter 7 (Placemaking) Chapter 10 (Transport and traffic - Stage 1)

Topic	Issue raised	Sydney Metro response	Environmental Impact Statement reference
Public safety	Concern about public safety.	The Environmental Impact Statement identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in collaboration with key stakeholders – including relevant local and state government agencies. Consideration of public safety would form part of this process.	Chapter 7 (Placemaking)
	Suggestions that all stations include a police station.		
	Concern that a metro would increase crime.		
Noise and vibration	Concern about noise and vibration, mainly from construction tunnelling.	The Environmental Impact Statement provides an assessment of potential construction noise and vibration impacts, including those from tunnelling.	Chapter 11 (Noise and vibration – Stage 1)
	Concern that properties would be impacted by the construction of tunnels and during operation of the metro.	The Environmental Impact Statement provides an assessment of potential noise and vibration impacts on nearby properties during construction and operation.	Chapter 11 (Noise and vibration – Stage 1)
	Suggestion that Sydney Metro fund dilapidation reports for properties above the tunnel.	The Environmental Impact Statement provides an assessment of potential impacts to properties including identification of mitigation measures such as existing condition surveys.	Chapter 11 (Noise and vibration – Stage 1)
Consultation	Concern about the consultation process for Sydney Metro West and requests that detailed communication for the entire design and construction phases be provided.	Sydney Metro is committed to consulting with the community through all phases of the project. The Environmental Impact Statement provides further details regarding consultation undertaken to date and proposed future consultation.	Chapter 5 (Stakeholder and community engagement)
	Concern that it is difficult to comment without decision on station locations, design and integration.	The Environmental Impact Statement provides information on the station locations. There will be more opportunities provided through the planning assessment process and ongoing community and stakeholder feedback to provide comment input into station design and integration.	Chapter 6 (Concept description)
	Request for transparency for the project at every stage.	Sydney Metro is committed to consulting with the community through all phases of the project. The Environmental Impact Statement provides further details regarding consultation undertaken to date and proposed future consultation.	Chapter 5 (Stakeholder and community engagement)
	Request for a clear and understandable explanation of the cost-benefit of Sydney Metro West.	The Environmental Impact Statement provides further details regarding the potential impacts and benefits of Sydney Metro West.	Chapter 2 (Strategic need and justification) Chapter 8 (Concept environmental assessment) Chapters 10 to 26.
Environment	Support environmental benefits of public transport.	The support for the benefits of Sydney Metro West is acknowledged.	Chapter 2 (Strategic need and justification)
	Importance of trees, to make place liveable, provide shade and reduce carbon dioxide.	The Environmental Impact Statement identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in collaboration with key stakeholders – including relevant local and state government agencies.	Chapter 7 (Placemaking)
	Concern about what would happen to the spoil from the tunnelling process.	The Environmental Impact Statement includes information regarding the management of spoil.	Chapter 24 (Spoil, waste management and resource use – Stage 1)
	Concern about existing construction impacts in Parramatta causing poor noise and air quality. Sydney Metro West should consider this and not contribute further impacts.	The Environmental Impact Statement provides an assessment of potential cumulative construction impacts, including those related to noise and air quality.	Chapter 11 (Noise and vibration – Stage 1) Chapter 23 (Air quality – Stage 1)
Timeframe/staging	Request for the project to be delivered faster.	The Environmental Impact Statement provides information on staging and an indicative delivery timeframe for Stage 1.	Chapter 6 (Concept description) Chapter 9 (Stage 1 description)

## 1.2 Stakeholder and community feedback during preparation of the Environmental Impact Statement

### 1.2.1 Summary of feedback from local government and stakeholders

The issues raised during preparation of the Environmental Impact Statement (between October 2019 and April 2020), and a response to those issues, is provided in Table 8.

Table 8: Summary of feedback from local government stakeholders

Topic	Issue raised	Response and Environmental Impact Statement reference
<b>Cumberland City Council</b>		
<b>Traffic and transport</b>	<ul style="list-style-type: none"> <li>Service patterns and capacity</li> <li>Road constraints around construction sites</li> <li>Consider corridor preservation to the west</li> <li>Noted plans for a road bridge upgrade at Bridge Road and presence of existing roundabout</li> <li>Proposed temporary diversions around the construction site</li> <li>Impacts on buses during construction and at completion</li> <li>Cumulative traffic impacts in the surrounding area</li> <li>Query about permanent road modifications</li> <li>Management of truck movements during school hours.</li> </ul>	<p>Transport and traffic impacts associated with Stage 1, including cumulative impacts, are considered in Chapter 10 (Transport and traffic – Stage 1).</p> <p>Indicative road network modifications required for Stage 1 are considered in Chapter 9 (Stage 1 description).</p>
<b>Integrated station development</b>	<ul style="list-style-type: none"> <li>Proposal for integrated station development.</li> </ul>	<p>Provision for integrated station and precinct developments would be made at several Sydney Metro West stations (including Westmead).</p> <p>All future integrated station and precinct developments would be subject to a separate planning approvals process. Refer to Chapter 6 (Concept description) and Chapter 7 (Placemaking).</p>
<b>Construction staging</b>	<ul style="list-style-type: none"> <li>Proposed construction staging including timeframes for Westmead station.</li> </ul>	<p>An indicative construction program for Stage one (including individual stations) is provided in Chapter 9 (Stage 1 description).</p>
<b>Planning and placemaking</b>	<ul style="list-style-type: none"> <li>Council would like to work with Sydney Metro to develop placemaking and activation opportunities</li> <li>Support for an integrated approach to North/South Westmead including integration with Department of Planning, Industry and Environment precinct plan</li> <li>Support for activation of Hawkesbury Road.</li> </ul>	<p>The Environmental Impact Statement identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in collaboration with key stakeholders – including relevant local and state government agencies.</p>
<b>Station naming</b>	<ul style="list-style-type: none"> <li>Query whether Westmead station could be renamed and how Council could be involved with the process.</li> </ul>	<p>The final naming of station would be determined in consultation with the Geographic Names Board of NSW.</p>
<b>Cumulative impacts</b>	<ul style="list-style-type: none"> <li>Potential cumulative traffic impacts due to multiple developments in close proximity to Westmead station</li> <li>Traffic management in relation to the hospital precinct and the Public School.</li> </ul>	<p>The Environmental Impact Statement considers potential cumulative impacts. Refer to Chapters 10 to 25 and to the cumulative impact assessment methodology included in Appendix G (Cumulative impacts assessment methodology – Stage 1).</p>
<b>Spoil management</b>	<ul style="list-style-type: none"> <li>Council requested spoil be extracted from Sydney Olympic Park</li> <li>Council noted spoil could potentially be used for capping of Council waste sites.</li> </ul>	<p>Options for the tunnelling strategy are considered in Chapter 3 (Sydney Metro West development and alternatives). Spoil generation and management is considered in Chapter 24 (Spoil, waste management and resource use – Stage 1). Transport and traffic impacts associated with the removal of spoil at Westmead are considered in Chapter 10 (Transport and traffic – Stage 1).</p>
<b>Site access</b>	<ul style="list-style-type: none"> <li>Access agreements to undertake temporary and permanent works on Council land.</li> </ul>	<p>Consultation would continue with Council including appropriate forms of agreement in relation to Council assets.</p>
<b>Parking</b>	<ul style="list-style-type: none"> <li>Inclusion of commuter car parking as part of station design</li> <li>Management of construction worker street-parking during construction.</li> </ul>	<p>Based on the proximity of the proposed stations to CBD locations, commuter parking is not proposed at any stations. Construction sites would be managed to minimise the number of construction workers parking on surrounding streets – refer to Chapter 10 (Transport and traffic – Stage 1).</p>
<b>Active transport</b>	<ul style="list-style-type: none"> <li>Importance of a North-South active transport link</li> <li>Council plans for cycle routes across rail corridor</li> <li>Request that active transport be included in the design principles.</li> </ul>	<p>The Environmental Impact Statement includes principles to guide service and interchange planning for Sydney Metro West. This includes consideration of access for pedestrians and cyclists. Refer to Chapter 7 (Placemaking).</p>
<b>Consultation and engagement</b>	<ul style="list-style-type: none"> <li>Council noted importance of including stakeholders and the community in design development.</li> </ul>	<p>Sydney Metro is committed to consulting with the community and stakeholders through all phases of the project. The Environmental Impact Statement provides further details regarding consultation undertaken to date and proposed future consultation. Refer to Chapter 5 (Stakeholder and community engagement).</p>
<b>City of Parramatta Council</b>		
<b>Site selection, connectivity, planning and placemaking</b>	<ul style="list-style-type: none"> <li>Rationale for the station location at Westmead South versus Westmead North</li> <li>Need for an additional station between Sydney Olympic Park and Parramatta</li> <li>Is there provision for a future north-south connection at Parramatta station? Query whether corridor protection work is occurring</li> <li>Bus interchange with Metro station</li> <li>Noted planned development in the area</li> <li>Integration with the future Parramatta Light Rail (Stage 1) and the planned Parramatta Light Rail (Stage 2)</li> <li>Opportunities for future green space.</li> <li>Location of Clyde stabling and maintenance facility.</li> </ul>	<p>The justification for the preferred station and other metro infrastructure locations is discussed in Chapter 3 (Sydney Metro West development and alternatives).</p> <p>A north-south rail line through Parramatta is not within the scope of Sydney Metro West.</p> <p>Chapter 7 (Placemaking) includes principles to guide service and interchange planning for Sydney Metro West. Details of interchange provision at each station will form part of the assessment of future stages of Sydney Metro West.</p> <p>Property acquisition requirements and processes are discussed in Chapter 14 (Property and land use – Stage 1).</p>

Topic	Issue raised	Response and Environmental Impact Statement reference
<b>Civic Link</b>	<ul style="list-style-type: none"> <li>Noted the importance of realising the Civic Link</li> <li>Requirement for access to new and existing developments via Macquarie Street</li> <li>Opportunity to achieve better precinct outcomes if Council, Parramatta Light Rail and Sydney Metro are coordinated.</li> </ul>	Chapter 7 (Placemaking) identifies preliminary place and design principles for each station precinct which includes supporting the Civic Link. Strategies to implement these principles would be developed in collaboration with key stakeholders – including relevant local and state government agencies.
<b>Design</b>	<ul style="list-style-type: none"> <li>Queries regarding the construction site at Parramatta</li> <li>Provision for access to adjacent buildings in design and during construction</li> <li>Queried availability and use of surplus land surrounding the Rosehill Dive Structure</li> <li>Will on-site stormwater detention be provided as part of station design?</li> </ul>	<p>Construction site footprints were developed considering expected future operational requirements for the stations, as well as the key construction requirements for the tunnel and stations. Refer to Chapter 3 (Sydney Metro West development and alternatives).</p> <p>Access to existing properties and buildings would be maintained in consultation with property owners.</p> <p>The future use of any residual land would be determined in subsequent stages.</p> <p>Detailed stormwater management arrangements for stations would be determined as part of the design for future stages. On-site stormwater detention would be provided for the Clyde stabling and maintenance facility construction due to increased imperviousness of the site.</p>
<b>Traffic and transport</b>	<ul style="list-style-type: none"> <li>Local transport links and local access to Sydney Olympic Park</li> <li>Existing congestion on Homebush Bay Drive</li> <li>Alexandra Avenue/Bridge Road bridge at Westmead identified as a key consideration</li> <li>Impacts to the cycle link if Horwood Place is closed, noting it is the only north-south cycle route</li> <li>Identified lack of commuter parking as a social issue.</li> </ul>	Transport, traffic and parking impacts are considered in Chapter 10 (Transport and traffic – Stage 1).
<b>Consultation</b>	<ul style="list-style-type: none"> <li>Timeframe for Stage 2 Environmental Impact Statement inputs</li> <li>Query about when final design information will become available and request that it show application of design principles</li> <li>Requested for continued consultation with Sydney Metro.</li> </ul>	The City of Parramatta Council will be consulted regarding future planning approval stages of Sydney Metro West. Chapter 7 (Placemaking) identifies place and design principles for each station location. The application of these principles will be considered during the design and assessment of future stages of Sydney Metro West.
<b>Construction impacts</b>	<ul style="list-style-type: none"> <li>Council noted that local community was sensitive to change</li> <li>Construction will have impacts on local amenity</li> <li>Management of construction traffic impacts including local accesses and worker parking</li> <li>Construction duration</li> <li>Cumulative construction noise and vibration impacts</li> <li>Management of vibration impacts on heritage buildings and other sensitive structures</li> <li>Major event considerations at Sydney Olympic Park including the Royal Easter Show</li> <li>Spoil transport strategies.</li> </ul>	<p>Construction impacts associated with Stage 1, including cumulative impacts, are discussed Chapters 10 to 26 of the environmental impact statement.</p> <p>Options for spoil transport are reviewed in Chapter 3 (Sydney Metro West development and alternatives).</p>
<b>Environmental impacts</b>	<ul style="list-style-type: none"> <li>Ecological and flooding issues at the Clyde stabling and maintenance facility.</li> </ul>	<p>Biodiversity impacts are considered in Chapter 22 (Biodiversity – Stage 1).</p> <p>Flooding is considered in Chapter 21 (Hydrology and flooding – Stage 1).</p>
<b>City of Canada Bay Council</b>		
<b>General</b>	<ul style="list-style-type: none"> <li>Council is supportive of the project and happy to receive the news of the planning commencement.</li> </ul>	Support is noted.
<b>Station naming</b>	<ul style="list-style-type: none"> <li>Burwood North Station naming not appropriate.</li> </ul>	The final naming of station would be determined in consultation with the Geographic Names Board of NSW.
<b>Active transport and pedestrian connections</b>	<ul style="list-style-type: none"> <li>Consider connectivity to Concord Oval</li> <li>Planned installation of new bike routes on Queen Street nearby station precinct.</li> </ul>	Chapter 7 (Placemaking) includes principles to guide service and interchange planning for Sydney Metro West. Details of interchange provision at each station, including provision for pedestrians and cyclists, will form part of the assessment of future stages of Sydney Metro West.
<b>Property impacts</b>	<ul style="list-style-type: none"> <li>Timing of proposed Council carpark impacts</li> <li>Integration with Council's strategic plans</li> <li>Importance of Fred Kelly Place as a community asset</li> <li>Process for acquisition of Council property</li> <li>Council ownership and leases over land around the proposed North Strathfield station.</li> </ul>	<p>Property acquisition requirements and processes are discussed in Chapter 14 (Property and land use). Sydney Metro will continue to consult the City of Canada Bay regarding property acquisition.</p> <p>The importance of Fred Kelly Place as a community asset is acknowledged. There would be no direct impacts on Fred Kelly Place, its proximity to the western construction site would potentially affect the level of comfort and amenity enjoyed by users and pedestrians. Mitigation measures have been proposed to minimise these impacts. Refer to Chapter 15 (Landscape character and visual amenity – Stage 1).</p> <p>Condition surveys of buildings and structures near to the tunnel and construction sites would be undertaken prior to the start of works at each site, where appropriate.</p>
<b>Placemaking</b>	<ul style="list-style-type: none"> <li>Requested ongoing engagement with Council regarding placemaking</li> <li>Need for a plaza accessible outside the paid station area as part of the design.</li> </ul>	Chapter 7 (Placemaking) identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in consultation with key stakeholders – including relevant local and state government agencies.

Topic	Issue raised	Response and Environmental Impact Statement reference
<b>Traffic and transport</b>	<ul style="list-style-type: none"> <li>North/south road access across Pomeroy and George Streets is constrained</li> <li>Need to reconsider roundabout at Pomeroy and Queen Street – low performance currently</li> <li>Widening of Pomeroy Street Bridge may be required to ease traffic build up</li> <li>Access to the station for the west is generally constrained</li> <li>A signalised intersection may be required to address constraints at Burwood Road/Burton Street.</li> </ul>	<p>Chapter 7 (Placemaking) identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in consultation with key stakeholders – including relevant local and state government agencies.</p> <p>Transport and traffic impacts of Stage 1 are discussed in Chapter 10 (Transport and traffic – Stage 1).</p>
<b>Potential tunnelling impacts</b>	<ul style="list-style-type: none"> <li>Query regarding tunnel depths and potential for any impacts on properties above</li> <li>Queried where dilapidation surveys are undertaken</li> <li>Questioned sub-stratum acquisition</li> <li>Will harvest base flow from canal near Cintra Park for sport field and golf course irrigation be impacted by tunnelling?</li> </ul>	<p>Tunnel depths are identified in Chapter 9 (Stage 1 description).</p> <p>Condition surveys of buildings and structures near to the tunnel and construction sites would be undertaken prior to the start of works at each site, where appropriate.</p> <p>Substratum acquisition is discussed in Chapter 14 (Property and land use).</p> <p>Groundwater, including surface and groundwater interaction, is discussed in Chapter 18 (Groundwater and ground movement – Stage 1).</p>
<b>Interchange access</b>	<ul style="list-style-type: none"> <li>Noted importance of interchange for Five Dock Station</li> <li>Query about how east-west regional routes and shared path east of Concord Oval would connect to the station.</li> </ul>	<p>Chapter 7 (Placemaking) includes principles to guide service and interchange planning for Sydney Metro West. Details of interchange provision at each station will form part of the assessment of future stages of Sydney Metro West.</p>
<b>Local amenity</b>	<ul style="list-style-type: none"> <li>Consider existing council plans to include new open space at Fred Kelly Place and pedestrian link at Second Avenue</li> <li>Management of local amenity during managed during construction</li> <li>Councils existing proposals for local amenity including the Five Dock Town centre upgrade.</li> </ul>	<p>Chapter 7 (Placemaking) identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in collaboration with key stakeholders – including relevant local and state government agencies.</p> <p>Mitigation measures have been proposed in the relevant chapters of this Environmental Impact Statement to minimise local amenity impacts during construction.</p>
<b>Planning</b>	<ul style="list-style-type: none"> <li>Consistency with Parramatta Road Corridor Urban Transformation strategy and Five Dock Town Centre Revitalisation.</li> </ul>	<p>The Parramatta Road Corridor Urban Transformation strategy and Five Dock Town Centre Revitalisation are addressed in Chapter 7 (Placemaking).</p>
<b>Construction traffic</b>	<ul style="list-style-type: none"> <li>Turning constraint for heavy vehicles at Queen Street/Wellbank Street intersection</li> <li>Heavy pedestrian use at Queen Street/Wellbank Street intersection and potential safety issues</li> <li>Construction stage traffic solutions or benefits</li> <li>Heavy weekend traffic congestion around the station site including Parramatta Road/Burwood Road intersection</li> <li>Configuration of traffic signals may be needed to accommodate construction traffic movements</li> <li>Worker parking and potential impact on street parking and local events during construction. Provision for a tuck marshalling yard</li> <li>Requested for an agreed parking solution at the western side of Queen Street</li> <li>Waterview Street is narrow and may require removal of parking.</li> </ul>	<p>Transport and traffic impacts of Stage 1 are discussed in Chapter 10 (Transport and Traffic – Stage 1).</p> <p>Sydney Metro is continuing to investigate potential solutions to manage construction traffic movements, including at North Strathfield metro station and Five Dock Station construction sites.</p> <p>Sydney Metro is committed to continued consultation with the City of Canada Bay regarding traffic and parking issues.</p>
<b>Construction noise and vibration</b>	<ul style="list-style-type: none"> <li>Respite strategy and community notifications.</li> </ul>	<p>Construction noise impacts and proposed mitigation are discussed in Chapter 11 (Noise and vibration – Stage 1).</p>
<b>Burwood Council</b>		
<b>Planning</b>	<ul style="list-style-type: none"> <li>Local government area masterplan and traffic and transport study underway. Multiple other studies also underway including housing, open space and resilience</li> <li>Council has developed a vision for Burwood town centre beautification to join the park and the main street (Burwood North, Park Precinct, Central Precinct and Southern Precinct)</li> <li>Questioned tunnel depth and ventilation</li> <li>Nearby RSL upgrade including a hotel and 1,500 basement car spaces should be considered.</li> </ul>	<p>Chapter 7 (Placemaking) identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in consultation with key stakeholders – including relevant local and state government agencies.</p> <p>Tunnel depths and ventilation are addressed in Chapter 9 (Stage 1 description).</p>
<b>Traffic and transport</b>	<ul style="list-style-type: none"> <li>Questioned interchange planning and noted interchange access plan</li> <li>Council plans to partially pedestrianize sections of Burwood Road south of Parramatta Road intersection. Bus access to be maintained</li> <li>Discussion of bus priority and existing bus stops</li> <li>Discussed proposed improvements at Parramatta Road/Shafsbury Road and Parramatta Road/Loftus Street intersections.</li> </ul>	<p>Chapter 7 (Placemaking) identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in consultation with key stakeholders – including relevant local and state government agencies.</p> <p>Transport and traffic impacts associated with Stage 1 are considered in Chapter 10 (Transport and traffic – Stage 1).</p> <p>Indicative road network modifications required for Stage 1 are considered in Chapter 9 (Stage 1 description).</p>

Topic	Issue raised	Response and Environmental Impact Statement reference
<b>Placemaking</b>	<ul style="list-style-type: none"> <li>Parramatta Road amenity – there are opportunities for shade, public seating and public art on hoardings etc which will improve the current amenity. Council would welcome revitalisation of Parramatta Road</li> <li>If tree planting is proposed, Council could adopt similar planting further around the area.</li> </ul>	Chapter 7 (Placemaking) identifies preliminary place and design principles for each station precinct. Strategies to implement these principles would be developed in consultation with key stakeholders – including relevant local and state government agencies.
<b>Parking</b>	<ul style="list-style-type: none"> <li>Questioned if the project includes commuter parking and noted Burwood Road parking changes</li> <li>Questioned proposed parking arrangements for construction workers.</li> </ul>	Based on the proximity of the proposed stations to CBD locations, commuter parking is not proposed at any stations. Construction sites would be managed to minimise the number of construction workers parking on surrounding streets – refer to Chapter 10 (Transport and traffic – Stage 1).
<b>Construction traffic</b>	<ul style="list-style-type: none"> <li>Noted road widening on Esher Lane may be required</li> <li>Test right turn phase to Burwood Road from Parramatta Road (west) after hours.</li> </ul>	Transport and traffic impacts associated with Stage 1 are considered in Chapter 10 (Transport and traffic – Stage 1).
<b>Noise and vibration</b>	<ul style="list-style-type: none"> <li>Query regarding potential vibration impacts on nearby buildings</li> <li>Parramatta Road is calmer due to WestConnex opening, however heavy vehicle noise is still present.</li> </ul>	Noise and vibration impacts associated with Stage 1 are discussed in Chapter 11 (Noise and vibration – Stage 1).
<b>Inner West Council</b>		
<b>Active transport</b>	<ul style="list-style-type: none"> <li>Access to The Bays Station via Victoria Road cycle path and City West cycle link.</li> </ul>	Chapter 7 (Placemaking) includes principles to guide service and interchange planning for Sydney Metro West, including provision for pedestrians and cyclists. Details of interchange provision at each station will form part of the assessment of future stages of Sydney Metro West.
<b>Traffic and transport</b>	<ul style="list-style-type: none"> <li>Request that potential operational impacts are clear and accurate.</li> <li>Noted congestion point at Roberts/Mullens Street and Victoria Road.</li> </ul>	Chapter 7 (Placemaking) includes principles to guide service and interchange planning for Sydney Metro West, including provision for pedestrians and cyclists. Details of interchange provision at each station will form part of the assessment of future stages of Sydney Metro West. Traffic and transport impacts associated with Stage 1 are discussed in Chapter 10 (Transport and traffic – Stage 1).
<b>Cumulative impacts</b>	<ul style="list-style-type: none"> <li>Noted the importance of considering cruise passenger terminal operations.</li> </ul>	Traffic and transport impacts associated with Stage 1, including special events and cumulative impacts, are considered in Chapter 10 (Transport and traffic – Stage 1).
<b>Parking</b>	<ul style="list-style-type: none"> <li>Worker parking needs during construction.</li> </ul>	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets. Refer to Chapter 10 (Transport and traffic – Stage 1).
<b>Hydrology/flooding</b>	<ul style="list-style-type: none"> <li>Potential coastal and overland flood impacts.</li> </ul>	Potential flooding impacts associated with Stage 1 are discussed in Chapter 21 (Hydrology and flooding – Stage 1).
<b>Site selection for services facility</b>	<ul style="list-style-type: none"> <li>Expressed concerns regarding the potential impacts of a services facility between Five Dock and The Bays.</li> </ul>	Sydney Metro is continuing to investigate the preferred location of a service facility between Five Dock and The Bays. An assessment of the types of impacts anticipated from such a facility is provided in Chapter 9 (Stage 1 description).
<b>Construction impacts</b>	<ul style="list-style-type: none"> <li>Out-of-hours work</li> <li>Expected size of the construction workforce</li> <li>Construction management and potential respite periods to limit peak impacts.</li> </ul>	Details regarding working hours and the construction workforce are provided in Chapter 9 (Stage 1 description). Noise and vibration impacts associated with Stage 1 and mitigation are discussed in Chapter 11 (Noise and vibration – Stage 1).

### 1.2.2 Summary of feedback from community engagement

A survey ('SwipEngage') was open to the community along the proposed corridor between 6 November and 16 December 2019, with 135 people taking the survey. Half of those who took the survey lived in Five Dock, Burwood North, and North Strathfield. The largest first preference for getting around was by train. More than 85 per cent of those surveyed had a strong attachment to their suburb. Almost 80 per cent thought their area had a strong sense of community. Over 85 per cent highly valued their open space and community spaces. Almost 60 per cent of people were concerned about construction impacts. More than 85 per cent of people looked forward to having a metro station in their suburb. Around half of those surveyed spoke more than one language at home.

Seven survey responses identified that they used local services including the harbour and surrounding estuary (for work, sport and recreation), walkways, cycle paths, churches, or they work in the area.

Seven responses noted the following expected benefits of Sydney Metro West once operational:

- Improved public transport options (2)
- Access to employment (2)
- Rezoning and redevelopment opportunities (2)
- Business benefits (access for customers) (1)
- Increased local amenity (1)
- Increased property value (1).

A summary of the key issues raised by survey comments and Sydney Metro responses is provided in Table 9.

Table 9: Summary of feedback from community along the proposed Sydney Metro West corridor

Issue raised <sup>1</sup>	Environmental Impact Statement reference
<b>Potential construction impacts</b>	
<ul style="list-style-type: none"> <li>Traffic, trucks and parking (36)</li> <li>Disruption to business (6)</li> <li>Loss of amenity (visual impacts) (2)</li> </ul>	Chapter 10 (Transport and traffic - Stage 1) Chapter 16 (Business impacts - Stage 1) Chapter 7 (Placemaking) Chapter 15 (Landscape character and visual amenity - Stage 1)
<ul style="list-style-type: none"> <li>Noise and vibration (30)</li> </ul>	Chapter 11 (Noise and vibration - Stage 1)
<ul style="list-style-type: none"> <li>Damage to properties (and tunnelling) (18)</li> </ul>	Chapter 11 (Noise and vibration - Stage 1)
<ul style="list-style-type: none"> <li>Air quality (dust) (12)</li> </ul>	Chapter 23 (Air quality - Stage 1)
<ul style="list-style-type: none"> <li>Property acquisition (2)</li> </ul>	Chapter 14 (Property and land use - Stage 1)
<ul style="list-style-type: none"> <li>Safety and security (3)</li> </ul>	Chapter 7 (Placemaking) Chapter 17 (Social impacts - Stage 1)
<ul style="list-style-type: none"> <li>Lack of information provided. Would like more information about tunnel routes and expected construction timeframe. (4)</li> </ul>	Chapter 6 (Concept description) Chapter 9 (Stage 1 description)
<b>Potential operational impacts and general feedback</b>	
<ul style="list-style-type: none"> <li>A metro station will greatly improve access to the area, property values and business opportunities (2)</li> <li>Appreciate the consultation process and looking forward to the benefits of the project. Pleased to have improved public transport for Sydney (13)</li> </ul>	Chapter 7 (Placemaking) Chapter 5 (Stakeholder and community engagement) Chapter 6 (Concept description) Chapter 9 (Stage 1 description)
<ul style="list-style-type: none"> <li>Against the project (undefined) (3)</li> <li>Against the project - Parramatta station is sufficient (1)</li> </ul>	Chapter 2 (Strategic need and justification) Chapter 3 (Sydney Metro West development and alternatives)
<ul style="list-style-type: none"> <li>Traffic and parking concerns around stations once operational (commuter parking facilities) (2)</li> </ul>	Chapter 10 (Transport and traffic - Stage 1)
<ul style="list-style-type: none"> <li>Should connect with Parramatta Light Rail Stage 2. This infrastructure is necessary given the amount of urban growth in the area (1)</li> </ul>	Chapter 3 (Sydney Metro West development and alternatives) Chapter 6 (Concept description)
<ul style="list-style-type: none"> <li>There was a lack of project information and transparency during consultation (4)</li> </ul>	Chapter 5 (Stakeholder and community engagement)
<ul style="list-style-type: none"> <li>Support rezoning to better suit housing and business opportunities introduced by a metro station (4)</li> </ul>	Chapter 2 (Strategic need and justification) Chapter 7 (Placemaking)
<ul style="list-style-type: none"> <li>Concerned about zoning changes and overdevelopment diminishing place (7)</li> </ul>	Chapter 2 (Strategic need and justification) Chapter 7 (Placemaking)
<ul style="list-style-type: none"> <li>The project should consider existing communities transport demands rather than prioritising those of new developments (1)</li> <li>There should be stations at Rydalmere, Newington/Silverwater and Bella Vista (3)</li> </ul>	Chapter 3 (Sydney Metro West development and alternatives) Chapter 6 (Concept description)
<ul style="list-style-type: none"> <li>Wayfinding and appropriate signage are vital for public transport, especially those with a pram or wheelchair and for the elderly and those with limited mobility (1)</li> </ul>	Chapter 6 (Concept description) Chapter 7 (Placemaking)
<ul style="list-style-type: none"> <li>Westmead's metro station should have been on the north side of Westmead railway station rather than south. The north side is closer to health, education and business premises (1)</li> <li>The Bays station is isolated and should be closer to existing homes and businesses (1)</li> </ul>	Chapter 3 (Sydney Metro West development and alternatives)

Issue raised <sup>1</sup>	Environmental Impact Statement reference
<ul style="list-style-type: none"> <li>Loss of green space and heritage, diminished amenity and neighbourhood security (3)</li> </ul>	Chapter 7 Placemaking Chapter 11 (Non-Aboriginal heritage - Stage 1) Chapter 12 (Aboriginal heritage - Stage 1) Chapter 15 (Landscape character and visual amenity - Stage 1) Chapter 17 (Social impacts - Stage 1)
<ul style="list-style-type: none"> <li>Concerned about ventilation emissions (1)</li> </ul>	Chapter 8 (Concept Environmental Assessment)
<ul style="list-style-type: none"> <li>Disappointed with property acquisition outcomes (4)</li> </ul>	Chapter 14 (Property and land use - Stage 1)

Note: 1 Number in brackets denotes number of responses identifying this issue.

### 1.2.3 Rydalmere and Pyrmont strategic station options consultation

In November 2019, Sydney Metro asked the community and stakeholders for feedback on Rydalmere and Pyrmont as strategic station options. Feedback was received via online survey, at stakeholder meetings or via emailed submissions. The feedback received will form part of the project team's assessment on Rydalmere and Pyrmont as station options. This will be subject to a separate assessment process and is not included as part of this Environmental Impact Statement.

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