

Dear Sydney Metro West

Thank you for allowing me as a visually impaired person to make comment as an individual to your project.

Can you extend exhibition period so persons can further understand your project and make further comment?

In suggesting that there will be less congestion at Strathfield station, does that mean that Transport for NSW refusing to provide an additional passenger concourse heading towards Strathfield TAFE? Will overcrowding and congestion still occur in Ashfield, Burwood, Central, Strathfield, Parramatta, Olympic Park and Lidcombe stations when factoring passengers coming from stations further away who must use those stations as means of accessing your metro rail? Has your information considered the possibility that persons north of Harbour bridge may go on Northwest metro to Rouse Hill and then take a bus to Westmead or Parramatta?

What happens to congestion, overcrowding and train frequency if the NSW Government invests in a second Redfern concourse with accessible lifts on all platforms, a fourth track between Redfern and Newtown, and trains between Auburn and Homebush go through Olympic Park on a regular basis instead of for major events only? Will your project identify direct bus routes that connect Redfern and White Bay? Will your project liaise with Sydney University in relocating their campus to White Bay? If Sydney University campus move to White Bay, what will happen to congestion and overcrowding at Redfern?

Will there be additional stations at Camellia and at Wentworth Point? What is the difference in flooding between Camellia and Barangaroo? Does your project reuses train line between Camellia and Clyde? Have your project identified an alternative site for metro train stabling? Given that persons between Parramatta to Leppington would have to travel to a suburban train station connected to a metro rail station, how would your project reduce congestion and overcrowding between Parramatta and Leppington? If there is a metro rail at Wentworth Point, will the NSW Government still continue with the second stage of Parramatta Light Rail or would the NSW Government shift its efforts in favour of metro rail and extending Parramatta light rail from Carlingford to Epping?

Will there be wayfinding between Parramatta suburban railway station and Parramatta metro railway station, Olympic Park suburban railway station and Olympic Park metro railway station, between North Strathfield suburban railway station and North Strathfield metro railway station and within Central station? Can the project expand on how the project will comply with Disability Discrimination Act and Disability Transport Standard? Will stations

have platform tactile tiles? Will trains have audio announcements of stations? Has the Disability Council of NSW been consulted about this project?

Will your project identify alternative parking, pedestrian and cycleway access to social infrastructure in which your project will block or limit access to?

In the likely event that your project defines the Parramatta Speedways as necessary for your project, can your project find a site to relocate the Parramatta Speedways to, before its compulsory acquisition?

What would happen if information from site inspection is different to information obtain from desktop research?

Is it possible to schedule works around the operating hours of educational institutions and places of worship that are within 500m of your project worksites? Will your project cease dust emission activities on windy days? On non-windy days, will your project hose down dust emissions?

How much material used by the project will come from reused or recycled material? Will 100% of non-hazardous waste and spoil be reused or recycle to be further used within your project? If construction spoil has to be dumped, can you choose another location other than offshore, even if the activity is legal/exempt? To reduce truck movements, is it possible to transport machinery and materials in and waste spoil out by barge on Parramatta River?

Is it possible to retrofit metro rail to improve its flood resilience when flood risk changes from no flood or minor to major flood risk?

Can you further reduce the amount of ecological land in hectares that is either occupy by the project or require to be destroy? Is it possible for your project to have a program to water trees when the trees ground water source have been removed by your project? Is it possible to relocate trees instead of removing trees? If your project requires removing trees, will your project provide replacement trees? Where will such environmental offsets come from?

Who is responsible for repairing cosmetic and minor damage to heritage items as a result of activities from Sydney Metro West project? Given that your project will involve Pymont and possibly Central stations, unless the project involves ST James station and tunnels, what does the heritage items on Macquarie Street have to do with the project?

Again, I thank you for allowing me to provide feedback to your project.

1. Converting Sydenham-to-Bankstown line to Metro will disadvantage thousands, inquiry told - ABC News, 11 December 2019, ABC News, last visited on Friday 8 May 2020, 9:06am, <https://www.abc.net.au/news/2019-12-11/sydenham-metro-conversion-to-hurt-thousands-inquiry-hears/11787988>
2. North Sydney, Epping and Strathfield train stations at risk of overcrowding, report finds - ABC News (Australian Broadcasting Corporation), 20 Apr 2017, ABC, last visited on Friday 8 May 2020, 9am, “<http://www.abc.net.au/news/2017-04-20/overcrowding-fears-for-sydney-train-stations/8449138>”
3. Sydney Metro tunnels flooded after storms, heavy rainfall, 11 February 2020, Sydney Morning Herald, last visited on Friday 8 May 2020, 9:03am, <https://www.smh.com.au/national/nsw/millions-of-litres-of-water-floods-sydney-s-metro-tunnels-20200211-p53zr8.html>
4. Wentworth Point | City of Parramatta, 2019, City of Parramatta Council, last visited on Friday 8 May 2020, 9:13am, <https://www.cityofparramatta.nsw.gov.au/councilprecinct-planning/wentworth-point>