

**Submission in response to Sydney Metro's Westmead to The Bays and Sydney CBD
Environmental Impact Statement (SSI-10038)**

1. Introduction

This submission focuses on the proposed Sydney Metro West station in Westmead and objections which have been raised by my constituents to the current plan. As State Member for Granville, I hold two critical concerns in regards to the released plan for the construction of the Metro West Network.

2. Key Issues

In response to the release of the Sydney Metro's *Westmead to The Bays and Sydney CBD* Environmental Impact Statement (EIS), I have sought feedback from the Westmead community about the EIS's preferred site (Westmead South) for the Westmead Metro Station, and the plans for its construction.

From these discussions and my concerns, the critical issues identified are:

- Problems with the proposed use of Hawkesbury Road as part of the construction of the Westmead Metro Station (impact on emergency vehicles and Westmead Public School); and,
- The need for an additional stop in either the suburb of Rydalmere or the Camellia Town Centre to service the area between Parramatta and Sydney Olympic Park.

3. The proposed changes to the use of Hawkesbury Road and traffic flow in Westmead

I hold concerns about the proposed use of Hawkesbury Road as part of the construction of Westmead Metro West station, and the effects this will have on essential traffic flow such as school bus routes and emergency vehicles. In the EIS, the preferred option for the construction of the Westmead Metro Station involves creating a new major intersection at Hawkesbury Road and Grand Avenue, turning Grand Avenue into a major thoroughfare with significant diversions of traffic resulting from the closure of parts of Hawkesbury Road.

I and many of my constituents are concerned that this will lead to reduced access for emergency vehicles, school buses and also have significant and detrimental impacts on Westmead Public School, the health and safety of its students, parents and staff.

Impact on emergency and school vehicle traffic:

I am concerned that the construction of Westmead Station will unacceptably interfere with school bus routes and emergency vehicle traffic, both of which rely heavily on Hawkesbury Road and the surrounding streets.

In the submitted EIS, the modelled increases in vehicles-per-hour demand flow along all Hawkesbury Road routes are significant. For example, the intersection of Grand Avenue and Hawkesbury road would see an almost seven-fold increase in morning peak hour traffic and a 13.5 fold increase in evening peak hour traffic (Table's 10-8 and 10-9 of the EIS). Some surrounding routes are modelled to receive a 38 fold increase in peak hour traffic, both morning and night. These increases will see significant delays for emergency vehicles. This is particularly concerning due to the proximity of the proposed construction site to the Westmead health precinct.

In the EIS, this issue was flagged with the report stating: *Emergency response vehicles that would have previously used Alexandra Avenue to travel between the Westmead health precinct and Parramatta CBD would be diverted onto Bailey Street and Hassall Street.* However, I am aware that many emergency vehicles utilise Hawkesbury Road and the delays caused across all routes will be significant, causing unacceptable delays for those experiencing health emergencies. In these situations where every second count, this is an intolerable outcome.

I also note that the Environmental Impact Statement identifies 17 school bus routes utilise the area where Westmead Metro Station is due to be built, with many of these coming via Hawkesbury Road. I am concerned about the effect that construction might have on these routes, and I note that there is no mention of means to mitigate these disruptions.

Impact on Westmead Public School:

The proposed use of Hawkesbury Road, Westmead as part of the construction of the Westmead Metro Station, creating a new major intersection at Hawkesbury Road and Grand Avenue, and turning Grand Avenue into a major thoroughfare will have significant effects on Westmead Public School. This change to traffic flow, coupled with the fact that Westmead Public School is located less than 50 metres from the proposed construction site, will have detrimental outcomes for students, parents and staff's health and safety due to excessive traffic, excessive noise levels and excessive dust levels.

Westmead Public School has approximately 1000 students and 50 staff and is the principal public school for the area's primary school-aged children. Parents and community members have told me of their significant concern about the noise, dust and traffic impacts on their school as a result of the planned diversions of traffic. The modelled Noise levels at Westmead Public School, which are predicted to experience noise impacts which exceed the trigger level (Figure 11-6 of the EIS). This is unacceptable. Also of concern is the modelled risks of potential unmitigated dust impacts from the Westmead Metro Station construction site (Table 23-3 of the EIS). These show modelled nuisance and potential human health impacts with high and medium risk levels. Though the EIS acknowledges the proximity of Westmead Public School, I feel not enough mitigation is proposed and the risks to the school community are far too high.

Conclusion:

I believe that the construction plan for Westmead, as currently proposed, will cause significant disruption, affect the accessibility of school buses and restrict access for emergency vehicles. Both the impacts on emergency and school vehicle routes and the effects on Westmead Public School require further investigation and mitigation planning. I, therefore, cannot support the proposed EIS plan ask that you consider other options.

4: The need for an additional stop at Rydalmere or Camellia Town Centre

I am also concerned by the lack of an extra station to service those living between Parramatta and Sydney Olympic Park, either at Camellia Town Centre or Rydalmere. Both these areas are projected to undergo significant population growth in the coming years and deserve a discrete stop to service their communities.

I understand that there was initially a plan for the construction of a metro station at Rydalmere; however, this has been removed from the final EIS. With the removal of the optional station at Rydalmere, the distance between consecutive stations Parramatta and Sydney Olympic Park would be between eight and nine kilometres, depending on the alignment. Most metro systems globally have an average distance between stops of between 1.2 and 1.3 kilometres.

There is a strong argument for an additional stop in either the Camellia Town Centre or Rydalmere. The Camellia Town Centre, which is already on a traffic constrained peninsula, is expected to accommodate well over 10,000 new dwellings in coming years; and will miss out on the Parramatta Light Rail Stage 2. Given this projected population growth, Camellia deserves its transport infrastructure to service the community and the area's industrial workforce. Without further investment into local public transport options, the area risks suffering from the same traffic problems that exist at Wentworth Point and Newington.

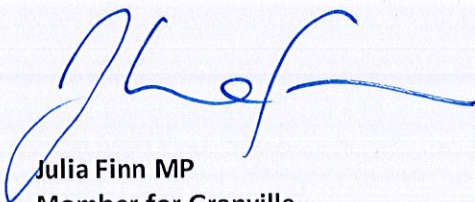
The area of Rydalmere is home to Western Sydney University and would benefit significantly from increased public transport infrastructure. Either of these areas would be ideal for an additional station which would provide a significant opportunity for urban renewal, housing and employment growth while maintaining the existing essential urban services land use in either location.

Conclusion:

Given there is a significant distance between Parramatta and Sydney Olympic Park and these are areas of high expected population growth with limited public transport, I ask that you consider the construction of an additional Metro West station to service these communities.

It is my understanding that Rydalmere is currently being assessed as a strategic location for a further stop. I would provide my strong endorsement were this to occur.

Thank you.



Julia Finn MP
Member for Granville