

**Submission
No 2**

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN
SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY
AEROTROPOLIS**

Name: Mr Tony Prescott

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I am a retired planner who regularly visits western Sydney and will certainly use Western Sydney Airport when it opens.

I am disappointed that the present government has dropped plans to commission a business case for the West Metro extension from Westmead to WSI and Bradfield. I believe that this line directly linking the three cities with rapid transit is vital to the overall strategy for development of the Western Parkland City and also to strengthen Parramatta's position as the major centre of the Western Sydney region. This line will position Parramatta within 20 minutes of its airport, in the same way that Sydney's airport, Mascot, is a similar journey time away from the Sydney CBD. This will be very important for business travel, among others. Otherwise, people will simply drive to the airport.

The alternative being offered for this connection are quite poor. The metro/rail journey with interchange at St Marys will be about 40 minutes plus transfer time. Via Glenfield, if such a link is built, it will be about 50 minutes plus transfer time. Any bus option will be vulnerable to traffic congestion, but the best that could be expected via M12, M7 and M4 would be at least 40 minutes plus any congestion effect.

A second issue that I would like to submit is that WSI will also be the airport of choice for people from western and southern outer suburban (Blue Mountains and Southern Highlands) and regional NSW and all trains from those areas should have a mandatory stop at St Marys and (if that extension is built) at Glenfield (and in the longer term at Macarthur).

Finally, I strongly support the extension of the airport metro to Schofields/Tallowong and Macarthur in order for the airport to consolidate its role as the airport for western Sydney. Glenfield is an appropriate interim connection for the southern end and would also provide an opportunity for Cumberland line services to be extended to Campbelltown/Macarthur to link that region to Parramatta and the NW. I am very much opposed to cheap express bus solutions as they simply won't provide the capacity or journey times necessary to support the viability of WSI.