



Sydenham to Bankstown

Preferred Infrastructure Report Overview

June 2018





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Above: Sydney's new metro train

Cover: Artist's impression of upgraded Dulwich Hill Station

Transforming Sydney

Sydney Metro is Australia's biggest public transport project, delivering 31 stations and 66 kilometres of new metro rail, revolutionising the way Australia's biggest city travels.

Services start in 2019 on the \$8.3 billion Sydney Metro Northwest, which is Stage 1 of Sydney Metro.

Stage 2, Sydney Metro City & Southwest, will deliver 30 kilometres of new metro rail between Chatswood and Bankstown, including new twin tunnels under Sydney Harbour, and the upgrade and conversion of all 11 stations between Sydenham and Bankstown to metro railway standards.

In December 2015, the NSW Minister for Planning declared Sydney Metro City & Southwest to be critical *State Significant Infrastructure under the Environmental Planning and Assessment Act 1979* (NSW).

The Chatswood to Sydenham component of Sydney Metro City & Southwest was granted planning approval in January 2017. The Sydenham Station and Sydney Metro Trains Facility South component of Sydney Metro City & Southwest was granted planning approval in December 2017.

Transport for NSW is the NSW Government agency that leads the planning and operation of the state's transport infrastructure and services.

Sydney Metro has been established as part of Transport for NSW to manage the planning, procurement and delivery of the Sydney Metro network.

A Submissions and Preferred Infrastructure Report has been developed based on the feedback received during the Environmental Impact Statement exhibition. This document is an overview of the preferred infrastructure and changes to the Project that was exhibited as part of the Environmental Impact Statement. The proposed changes outlined in this document are subject to planning approval.

For further detail, please see the *Preferred Infrastructure Report* and supporting documents available on the following websites:

- sydneymetro.info
- majorprojects.planning.nsw.gov.au and follow the 'on exhibition' links.

Contact us

To speak to your local Place Manager or a member of the Project team, please contact us via:

- the community information line:
1800 171 386
- project email:
sydneymetro@transport.nsw.gov.au



The benefits of Sydney Metro








Artist's impression of upgraded Hurlstone Park Station

Customers won't need a timetable when Sydney Metro opens – you'll just turn up and go

Sydney Metro will deliver a train every four minutes in the peak and every ten minutes at all other times, with ultimate capacity for a train every two minutes in each direction under the city centre.

The T3 Bankstown Line is being upgraded to Sydney Metro standards between Sydenham and Bankstown. Upgraded stations will open progressively from 2019.

This means:

-  an air-conditioned metro train every four minutes in the peak
-  fully accessible stations including lifts
-  improved CCTV surveillance, platform screen doors, and platforms level with train floors
-  all trains stopping at all local stations – no waiting for the right train
-  less time spent waiting due to higher frequency services
-  safe and efficient connections during the peak and non-peak periods between key centres along the T3 Bankstown Line
-  reduced travel times to key employment and education precincts.

Lifts for every station

Station	Lift access now	Lift access with upgraded station
Bankstown	✓	✓
Punchbowl	✗	✓
Wiley Park	✗	✓
Lakemba	✓	✓
Belmore	✓	✓
Campsie	✓	✓
Canterbury	✗	✓
Hurlstone Park	✗	✓
Dulwich Hill	✗	✓
Marrickville	✓	✓
Sydenham	✓	✓

Sydney Metro

A new standalone railway, this 21st century network will deliver 31 metro stations and 66 kilometres of new metro rail for Australia's biggest city – revolutionising the way Sydney travels.

Sydney's new metro railway will have a target capacity of about 40,000 customers per hour, similar to other metro systems worldwide. Sydney's current suburban system can reliably carry 24,000 people an hour per line.

Sydney Metro, together with signalling and infrastructure upgrades across the existing Sydney rail network, will increase the capacity of train services entering the Sydney Central Business District – from about 120 an hour today to up to 200 services beyond 2024.

That's an increase of up to 60 per cent capacity across the network to meet demand.

Sydney Metro City & Southwest features include:

16.5 kilometres of new metro line between Chatswood and Sydenham including

15.5 kilometres of new twin rail tunnels

13 kilometre upgrade and conversion of the T3 Bankstown Line to metro standards.

All Sydney Metro stations will have level access between platforms and trains – no more gaps or steps up into the train



The biggest urban rail project in Australian history

Northwest

 Sydney Metro Northwest alignment

OPEN
2019
↑

13
M

13 stations

P

4000 commuter
car parks



36 kilometres

City & Southwest

 Sydney Metro City & Southwest alignment

OPEN
2024
↑

18
M

18 stations



New CBD
connections



30 kilometres,
including under
Sydney Harbour

West

 Sydney Metro West study area

LATE
2020s
↑



Connecting
Parramatta and
Sydney CBDs



Four key
precincts
serviced

3.2
MILLION

Western Sydney
population,
2036

 Sydney Trains suburban network



Sydney Metro – the facts

Frequency

When services on Sydney Metro City & Southwest start in 2024, there will be a train every four minutes in the peak in each direction, with plenty of space to grow in the future.



Now **4 to 10** per hour

There will be ultimate capacity for a metro train every two minutes in each direction under the city.



Sydney Metro **15** per hour

Stations along the T3 Bankstown Line currently have a train every six to 15 minutes in the morning peak.

Capacity

Over the three-hour morning peak, Sydney Metro will be able to move 51,000 people in each direction on the Bankstown Line – that's an extra 15,000 more people than now.



Publicly owned

Sydney Metro infrastructure, like the stations, trains and railway tracks, are owned by the NSW Government.



Seating

In the three-hour morning peak, Sydney Metro will deliver more than 17,000 seats on 45 services from Bankstown to the city.



More than **17,000** seats



Transport during upgrades

The T3 Bankstown Line will remain open during the majority of construction.

Some major work will be done during planned rail possessions when trains are not running, including at night, on weekends and an additional rail possession during the Christmas school holidays.

A final three-to-six month possession will be used to complete the upgrade, including installing platform screen doors and testing and commissioning the line.

Temporary bus services will keep people moving.

Steps and gaps

Sydney Metro will have level access between platforms and trains.

The current platforms were built when steam trains used the Bankstown Line in the 19th century.

Sydney Metro will reduce the gap and remove the step up to the train that is common at some stations.



Beyond Bankstown

Stations west of Bankstown will continue to be serviced by Sydney Trains.



Railway tracks

Sydney's new metro trains will use the existing railway tracks. Only a few sections of tracks will need to be replaced to allow Sydney Metro trains to run safely and efficiently.



Fares

Sydney Metro uses Opal ticketing and fares are set by the NSW Government, the same as the rest of the Sydney public transport network.

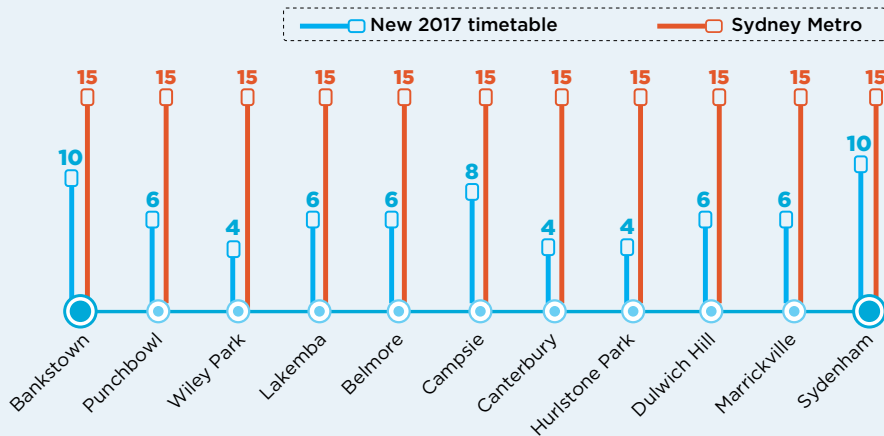


Time savings to Central Station

Faster and more frequent services mean Sydney Metro could save you up to 75 minutes a week.

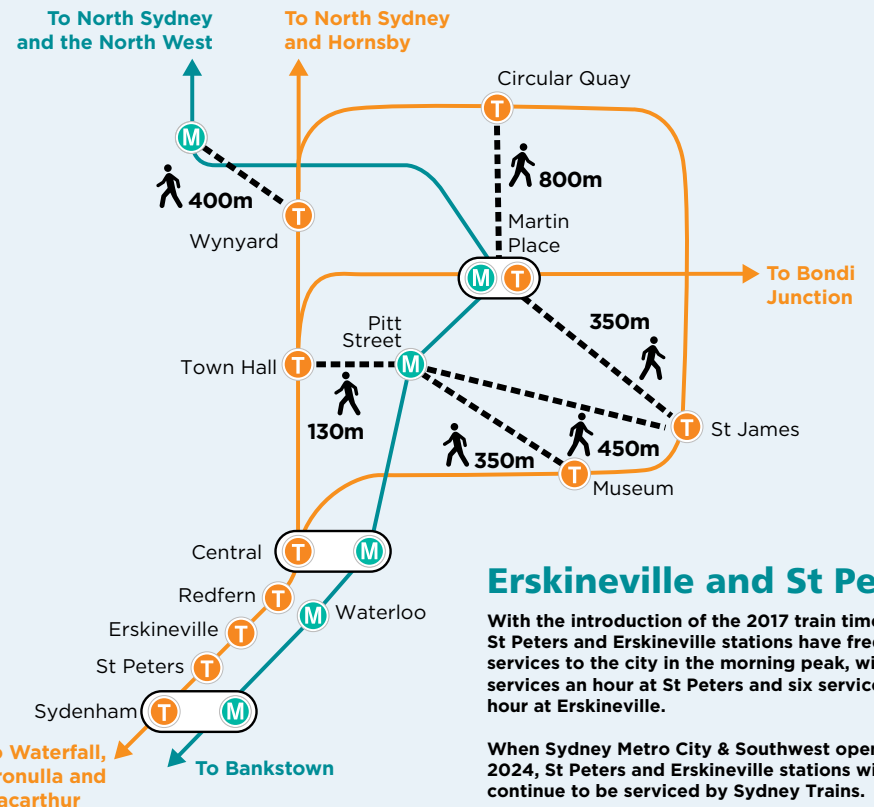
	Now (minutes)	Sydney Metro (minutes)	Savings (minutes)	Savings per week for 5 days of travel (hours:minutes)
Bankstown	Up to 35	28	Up to 7	01:15
Punchbowl	Up to 32	26	Up to 6	01:00
Wiley Park	Up to 30	24	Up to 6	01:00
Lakemba	Up to 28	22	Up to 6	01:00
Belmore	Up to 25	20	Up to 5	00:50
Campsie	Up to 23	18	Up to 5	00:50
Canterbury	Up to 20	16	Up to 4	00:40
Hurlstone Park	Up to 18	14	Up to 4	00:40
Dulwich Hill	Up to 16	12	Up to 4	00:40
Marrickville	Up to 14	10	Up to 4	00:35
Sydenham	Up to 11	7	Up to 4	00:35

More trains per hour on the Bankstown Line



Note: In the morning peak towards the city

Easy CBD connections



Erskineville and St Peters

With the introduction of the 2017 train timetable, St Peters and Erskineville stations have frequent services to the city in the morning peak, with eight services an hour at St Peters and six services an hour at Erskineville.

When Sydney Metro City & Southwest opens in 2024, St Peters and Erskineville stations will continue to be serviced by Sydney Trains.

Sydney Metro will deliver new and direct access to key employment and educational precincts like Barangaroo, North Sydney, Chatswood and Macquarie University.

Customers at St Peters and Erskineville will be able to access these areas by catching a train to Central and connecting to the metro.

City Circle access

Customers on the Sydney Metro T3 Bankstown Line can continue to access the City Circle by transferring to Sydney Trains services. Alternatively, Martin Place and Pitt Street metro stations are just 350 metres away from St James and Museum stations.

Sydney Metro network benefits



All stations **fully accessible**, with lifts and level access between trains and platforms



More job opportunities, faster, more frequent and direct access to key employment centres



Better access to education, with fast, more frequent and direct connections



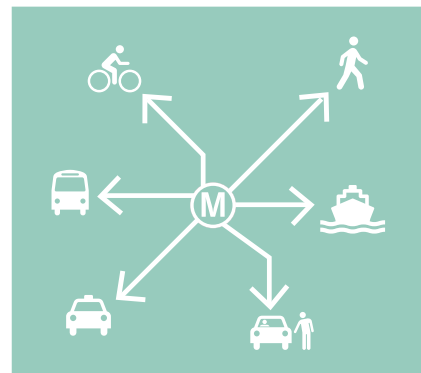
Customers won't need a timetable - you'll just **turn up and go**



New and **direct access to major CBD stations**, including Martin Place, Pitt Street, Barangaroo and North Sydney



Increased train frequency in AM and PM peak services - a train at least every four minutes and ultimate capacity for a train every two minutes in each direction under the city



Improved interchange with bus, light rail, pedestrian and cycling networks, and provision of taxi, kiss and ride and bike parking facilities at key stations



Fast, safe and reliable - a new generation of 21st century metro trains

KEY FACTS



Northwest
Opens 2019



City & Southwest
Opens 2024



West
Late 2020s

00:04

In peak
Train every four minutes



31 metro stations
State-of-the-art, fully accessible



66 kilometres
New metro rail for Sydney



No timetable
Customers will just turn up and go

98%

On-time
Running reliability



Connected
Continuous mobile phone coverage through network



38 cameras on each train



Video help points on all platforms



Opal ticketing

TRAIN FEATURES

Customer service assistants at every station and moving through the network during the day and night

Heating and air conditioning

Level access between platform and train

Double doors for faster loading and unloading

Platform screen doors keep people and objects away from the edge and allow trains to get in and out of stations much faster

Two multi-purpose areas per train for prams, luggage and bicycles

Wheelchair spaces, separate priority seating and emergency intercoms

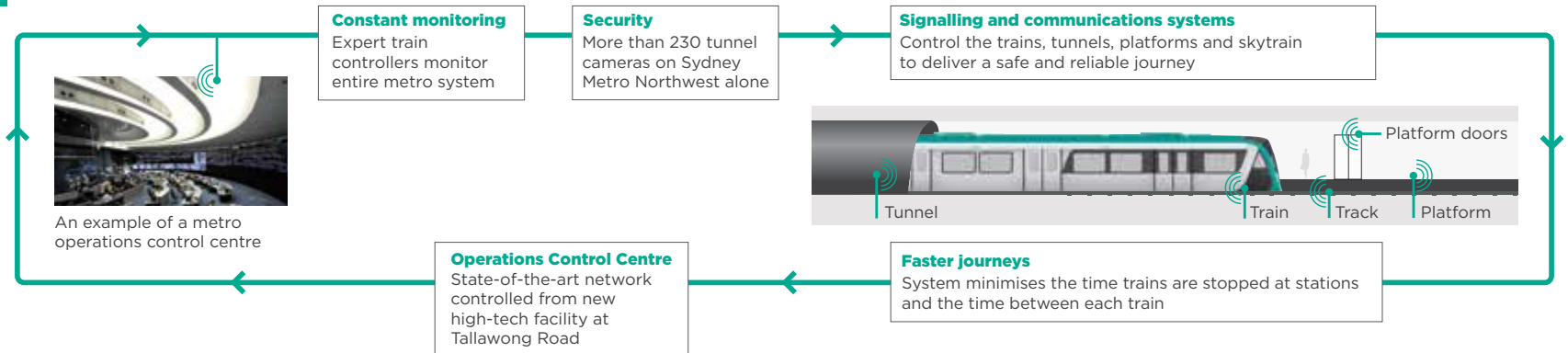
Real-time travel information and live electronic route maps

Inside you can see from one end of the train to the other

SAFETY

Sydney Metro is Australia's first fully-automated metro rail network

Around the world, millions of people use these networks every day in cities like Paris, Singapore, Dubai and Hong Kong





Why upgrade Sydenham to Bankstown?

Artist's impression of upgraded Sydenham Station



The T3 Bankstown Line is 122 years old

The rail network is particularly complex through and around the Sydney CBD, where up to 15 lines converge into six inbound tracks. This constrains the network and creates a more complex rail operation.

There are only two lines through the city (T1 North Shore, Northern & Western and T4 Eastern Suburbs & Illawarra lines) and three lines that share the City Circle loop (T8 Airport & South, T2 Inner West & Leppington and T3 Bankstown lines). Because of this, a number of services are required to terminate at Central Station.

The T3 Bankstown Line creates a significant bottleneck for the existing rail network. The line effectively slows down the network because of the way it merges with other railway lines close to the Sydney CBD, including the T8 Airport & South and the T2 Inner West & Leppington lines. Crowding at Town Hall Station further limits the capacity of the network.

Over the next **15 years**

Sydney will require infrastructure to support:

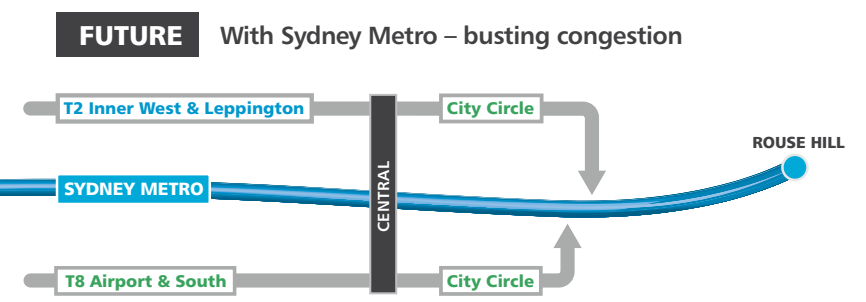
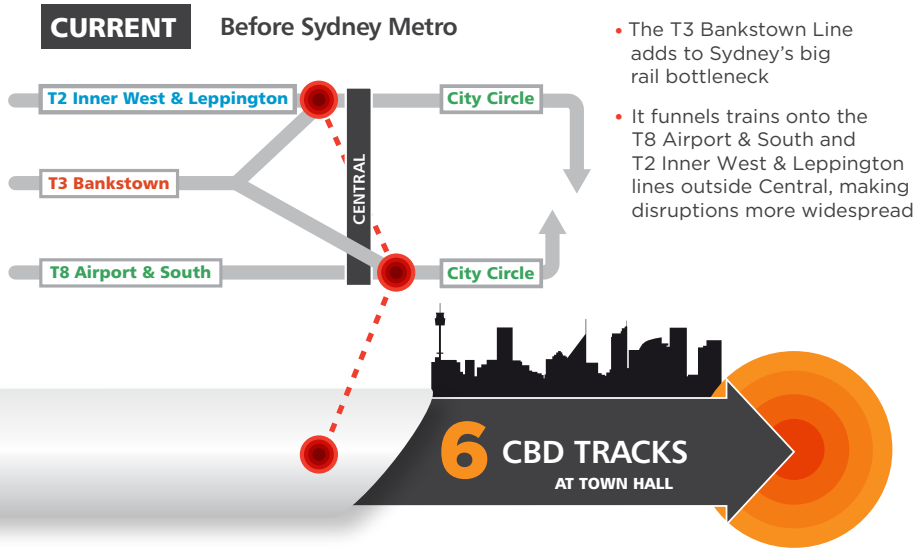


By 2036 demand on the T2 Inner West & Leppington and the T3 Bankstown lines will exceed capacity - some customers will not be able to board the trains and there will be major impacts to the reliability of these services.

Similarly, demand will exceed capacity on the T1 North Shore, Northern & Western and T8 Airport & South lines services and will have a material impact on service reliability.



Artist's impression of Central Station



- Removes the Bankstown Line bottleneck by putting the line on Sydney's new stand-alone metro system
- Frees up suburban trains from the Bankstown Line to be allocated to other lines

Ultimately, Sydney Metro will move around 40,000 customers per hour in each direction in peak periods



Consulting with the community

Working with the community and stakeholders

Sydney Metro has been working with the community since 2011 to deliver the city's new metro railway system.

In June 2015, consultation started along the Sydney Metro City & Southwest corridor. This was not a statutory consultation process, but was carried out to proactively engage with the community before starting the Environmental Impact Statement assessment process. At this time, the community was provided with information about the proposal and given the opportunity to provide feedback.

In June 2016, we returned to consult with the community during the preparation and exhibition of the Environmental Impact Statement for the Chatswood to Sydenham component of the Sydney Metro City & Southwest Project. Consultation also included meeting key stakeholders, including local government, NSW and Australian Government departments, peak bodies and industry associations.



In 2017, more than
4180 people
visited information sessions and
pop-up displays between
Marrickville and Bankstown

31,000 people
visited during the Sydney Festival

88,800 people
visited during the Easter Show

Community feedback helps shape Sydney Metro Bankstown Line upgrade

Following community feedback, there will be reduced closures of the Bankstown Line while it is being upgraded to Sydney Metro railway standards.

The heritage character of stations along the 122-year old T3 Bankstown Line will also be retained following community feedback for the Sydenham to Bankstown section of Sydney Metro.

Customers in Sydney's south west can expect a world-class Sydney Metro service with more trains, faster travel times and easier access to stations.



All heritage buildings along the Bankstown Line will be retained

What we heard

A total of 563 submissions were received, with traffic, noise and retention of heritage buildings and local character being top issues.



Community consultation for the Sydenham to Bankstown metro upgrade

The Environmental Impact Statement was exhibited for 57 days from 13 September to 8 November 2017. During this time, consultation activities were carried out with key stakeholders and the community, to encourage them to have their say. Engagement leading up to and during the Environmental Impact Statement exhibition included:

- distributing two project updates to over 70,000 properties
- handing out information flyers and newsletters, and talking to customers, between Marrickville and Bankstown
- visiting adjacent property owners and occupiers around stations
- hosting 13 community information displays at Marrickville, Campsie, Hurlstone Park, Belmore, Lakemba, Punchbowl and Bankstown
- hosting information displays at the Sydney Royal Easter Show, Sydney Festival at Barangaroo and Haldon Street Festival
- seeking feedback on alternative transport arrangements during the construction period via online survey
- hosting planning focus meetings with local councils and government agencies
- producing an Environmental Impact Statement summary document to assist in community understanding
- meeting with community groups including culturally and linguistically diverse groups
- producing advertisements and newsletters in seven languages other than English.



Each station upgrade
completed in one year instead of two years



Heritage buildings retained
and used for station operations



Less disruption
with reduced closures of the Bankstown Line

We listened to the what the community said:

Customers between Sydenham and Bankstown will get all of the features of a state-of-the-art metro service but with fewer impacts during construction upgrade works



Smaller construction areas
and less disruption to local businesses



Less track work
by reusing rail infrastructure like overhead wiring and existing track



Fewer traffic changes
and rail bridges will remain open most of the time



Fewer trees removed
about 400 trees around stations will not be affected by construction works

Using innovation to minimise community impacts during the Bankstown Line upgrade

Sydney Metro is Australia's first fully-automated railway, an innovation in mass transit systems that has been in use around the world for more than 30 years.

In the conversion and upgrade of the Bankstown Line to metro rail standards, innovation will play a key role in sustainably and efficiently delivering a new level of service to customers that will serve the region for generations to come.

Technology like platform screen doors will be installed at all metro stations – these glass doors keep people and objects like prams away from the tracks and allow trains to get in and out of stations much faster.

The previous proposal for major construction work at the Bankstown Line stations has been refined to reduce impacts to customers, yet deliver the same benefits of metro rail as the rest of Sydney.

Some stations like Canterbury and Belmore will go from a train every 15 minutes in the peak currently to a metro train every four minutes in each direction – a major boost for customers. Ultimately there will be capacity for a metro train every two minutes in each direction under the city.

Existing platforms will be made level to deliver a fully accessible metro railway, with level access between platforms and trains – this means no more step up into the train.

Technology like that being used around the world on other metro upgrade projects will be used to deliver level access, allowing Sydney Metro to deliver a fast, safe and reliable metro rail service.



Marrickville Station c.1895

Heritage along the Bankstown Line

Reflecting strong community feedback about the importance of local heritage, the Project will reuse and re-purpose existing heritage features at stations.

The T3 Bankstown Line has a rich heritage, dating back 122 years with stations between Sydenham and Belmore opening in 1895, and the line extending to Bankstown in 1909.

All station heritage buildings in the Project area will be retained and reused. This includes all heritage listed overhead booking offices, concourses and platform buildings. Heritage listed platforms will now be re-levelled at most stations and minor adjustments will be made to heritage platforms at Bankstown.



Preferred Infrastructure Report

What is the Preferred Infrastructure Report about?

The Sydenham to Bankstown component of Sydney Metro City & Southwest will be assessed under the *Environmental Planning and Assessment Act 1979* (NSW) before major construction can start.

The Sydney Metro City & Southwest Sydenham to Bankstown Submissions and Preferred Infrastructure Report follows exhibition of the Environmental Impact Statement from September to November 2017.

The Sydney Metro City & Southwest Sydenham to Bankstown Submissions and Preferred Infrastructure Report is presented in three volumes. The first volume contains a Submissions Report and Preferred Infrastructure Report. The second and third volumes contain specialist assessments that form the basis of the information in the Preferred Infrastructure Report.

This document is intended to be an overview of the Preferred Infrastructure Report which outlines the refined Project after community consultation.

Strategies to avoid, mitigate and manage potential impacts have been identified in the Environmental Impact Statement and a construction environmental management framework has been developed to define the approach to environmental management and monitoring during construction. The Preferred Infrastructure Report does not introduce any new environmental impacts for consideration as part of the refined project.

Bankstown Station

Works at Bankstown Station are consistent with the Environmental Impact Statement and are therefore not detailed in the Preferred Infrastructure Report.

Transport for NSW, the NSW Department of Planning and Environment and Canterbury-Bankstown Council will work together to develop an Integrated Town Centre Master Plan to improve pedestrian access and amenity through the precinct.

Have your say

The Preferred Infrastructure Report is on exhibition until 18 July 2018. Anyone may make a submission about the items of work that have been refined and these submissions will be considered by the NSW Department of Planning and Environment (DP&E) in its assessment of the Project. For more information on how to make a submission see page 51.

Approval from the Minister of Planning is required before Transport for NSW can proceed with the Project.

Project development stages

Next steps	Northwest	Chatswood to Sydenham	Sydenham to Bankstown
Prepare State Significant Infrastructure Application Report	✓	✓	✓
Lodge State Significant Infrastructure Application Report	✓	✓	✓
Receive secretary's environmental assessment requirements (SEARs)	✓	✓	✓
Exhibit Environmental Impact Statement - minimum 30 days	✓	✓	✓
Prepare Submissions Report	✓	✓	✓
Prepare Preferred Infrastructure Report	✓	✓	✓
Issue Submissions Report	✓	✓	WE ARE HERE
Issue Preferred Infrastructure Report	—	✓	WE ARE HERE
Prepare Submissions Report for the Preferred Infrastructure	—	—	Q3
Issue Submissions Report for the Preferred Infrastructure	—	—	Q3
Receive project approval	✓	✓	Q4
Start construction	✓	✓	2019
Launch tunnel boring machines	✓	2018	—
Open to passengers	2019	2024	



Marrickville Station

Key aspects of the Preferred Infrastructure Report

Heritage

Reflecting community feedback, the Project will now reuse existing station features. This includes retaining heritage and landscape features and seeking opportunities to integrate stations into the surrounding urban fabric.

All heritage buildings within the stations will be retained. Heritage buildings will be used for station operations and heritage platforms will be retained and made level to deliver a fully accessible metro railway.

All current heritage listed items at stations will continue to maintain their heritage listings on State and local registers.

Wiley Park and Punchbowl stations will now retain their heritage status on local heritage registers.

Traffic, transport and access

Closures to facilitate track work will be scheduled over more weekends and nights and less during school holidays and peak times. School holiday closures will be restricted to up to two weeks in the Christmas holidays each year. There will be no two-week possession closure during the July school holidays.

The Project will not require any full closures of rail bridges. Bridge work will require partial road closures that can be limited to outside of peak traffic times and at night.

Haulage routes will no longer be required along Marrickville Road east of Victoria Road, Jersey Street and Warren Road between Illawarra Road and Carrington Road in Marrickville, as well as along Wangee Road in Lakemba.

The haulage route along Illawarra Road will be extended south of Warren Road to Homer Street and Bexley Road south of Marrickville Station. The haulage route along Charles Street will extend under the rail corridor, and to the Broughton Street route at Canterbury Station.

Noise, vibration and dust

We have reassessed how the Project can be delivered so construction activities will now have less potential to impact on surrounding businesses and homes with lower noise, vibration and dust levels overall.

By reusing and retaining existing infrastructure, higher impact activities like rock breaking, track tamping and ballast replacement will now be minimised.

Waste and resource use

The Project will now require about 45,000 cubic metres of fill material for construction. This has been reduced by about half.

The Project will generate less waste from excavation and risks associated with hazards, such as the removal of buildings and structures; contamination and subsidence will also be reduced.

Hydrology

The Project will not create any significant changes to existing overland water flow or groundwater conditions.



Bankstown Station

Social impact and community infrastructure

The Project will have less potential to impact on community infrastructure during construction because there will be fewer changes to station areas and access into and around stations.

Retention and reuse of existing infrastructure along the rail corridor means the construction methodology will change and other alternatives to the proposed active transport corridor will be developed to boost active transport options along the alignment.

Sydney Metro will work collaboratively with other areas of Transport for NSW, the NSW Department of Planning and Environment and local government to identify customer and community initiatives to encourage walking and cycling to Sydney Metro stations.

Trees and biodiversity

Trees will only be removed where absolutely necessary to complete the works at each station and along the corridor. The number of trees requiring removal near stations will be reduced by 390. No remnant native vegetation will be removed as part of the Project including the Downy Wattle (*Acacia pubescens*) within the Project area. The wattle is listed under both the *Threatened Species Conservation Act 1995* (NSW) and the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth).

Visual impacts during construction will be reduced. When services start, the railway corridor will essentially look the same from nearby areas as it does now.



Downy Wattle located along the Sydenham to Bankstown rail corridor

Land use and property

The Project no longer requires the acquisition of any properties and most commercially leased properties around stations will be able to continue to hold their leases during project delivery. The Project team has contacted impacted properties owners and tenants to advise them of this change.

Most work sites will now only be required for up to 18 months and not for the duration of the Project. The Project will now not require the use of McNeilly Park or Livingstone Road Bridge for work sites.

Socio-economic and business impacts

Impacts to local businesses will be reduced because construction at each station will be completed in one year instead of two.



Lakemba



Upgrading the Bankstown Line

Lakemba Station

Sydney Metro City & Southwest will upgrade and convert all 10 stations between Marrickville and Bankstown to metro.

Upgrades will start from 2019 and upgraded stations will be opened as soon as possible. Sydney Metro City & Southwest will open in 2024.

Getting around during construction

As part of the Environmental Impact Statement, a Temporary Transport Strategy was developed to guide the planning and development of Temporary Transport Plans to keep customers moving.

Rail possessions

Rail possessions are periods when trains do not run on the Sydney Trains network to allow maintenance to be completed safely. These already occur over four weekends a year when buses replace trains.

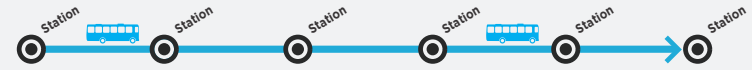
Sydney Metro will use these existing periods and additional possessions to complete work at stations and inside the rail corridor. Like current rail possessions, buses will replace trains to keep customers moving.

Possession times being considered include:

- additional weekends and week-day nights
- up to two weeks during the Christmas school holidays from 2019 to 2024
- a final three-to-six month possession for work that can only be done once Sydney Trains services stop using the T3 Bankstown Line. This was outlined in 2017 in the Environmental Impact Statement. The metro line will open immediately following this.

Temporary transport options during possession works

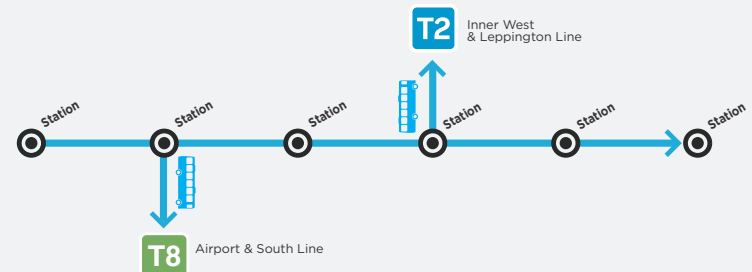
B Temporary transport component 1 - Buses replacing trains stopping at all stations



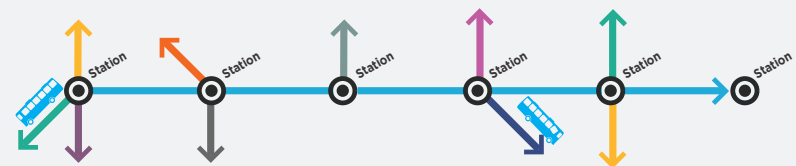
B Temporary transport component 2 - Buses replacing trains skipping some stations to provide faster journeys



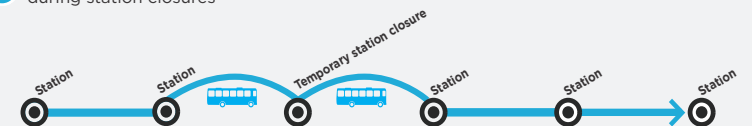
B Temporary transport component 3 - Buses moving passengers to another train line



B Temporary transport component 4 - Increase frequency of existing bus services at specific locations



B Temporary transport component 5 - Buses moving passengers to next train station during station closures



Temporary station closures

Sydney Metro is also investigating short individual station closures to deliver benefits such as new lifts, level platforms and building upgrades sooner and also reduce construction times and impacts.

As part of the procurement process, tenderers will be asked to investigate ways to reduce the number of temporary closures.

Reduced possessions

Temporary possessions are now only planned for two weeks over the Christmas school holiday period when there will be fewer customers on the network.

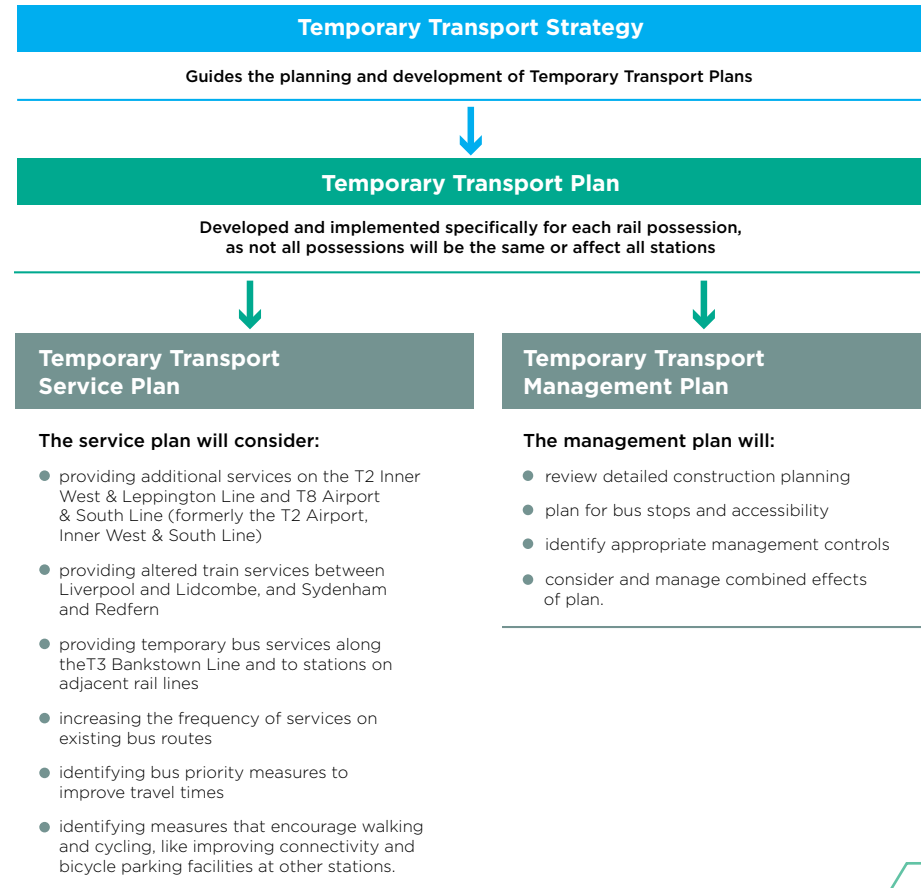
These possession periods have reduced from up to six weeks at Christmas to only two, and the Project is no longer planning for two week possessions during the July school holidays each year.

Engaging with the community

Working with the community has been key in developing a strategy to keep people moving during possessions. Feedback from the early stages of consultation has already been taken on board and customers and the local community will continue to be able to provide feedback as we move forward with developing plans. As the plans develop, more detailed information will be released to the community for feedback.



The T3 Bankstown Line will **remain open** during the majority of construction





Plans for each station

The following section outlines features of each station and construction.

Artist's impression of upgraded Wiley Park Station

Marrickville Station



Final arrangements

Feature	Description
Station entry	The existing entrance and lifts from Illawarra Road and Station Street will be retained.
Main features and transport facilities	New platform screen doors
Station features being retained	Heritage station buildings on platforms 1 and 2 to be repurposed Former booking office on Platform 2 to be repurposed Heritage platforms to be re-levelled Station Street entry to Platform 2 Station buildings, including the recently completed elevated concourse and canopy All bus stops, including the recently relocated southbound bus stop on Illawarra Road Kiss and ride facility on the western side of Station Street Accessible parking space on Schwebel Street Bike storage/parking facility below the station stairs
Customers	Customers travelling to and from nearby residential, retail and recreational precincts.
Local amenities	<ul style="list-style-type: none"> Casimir Catholic College McNeilly Park Marrickville Town Hall



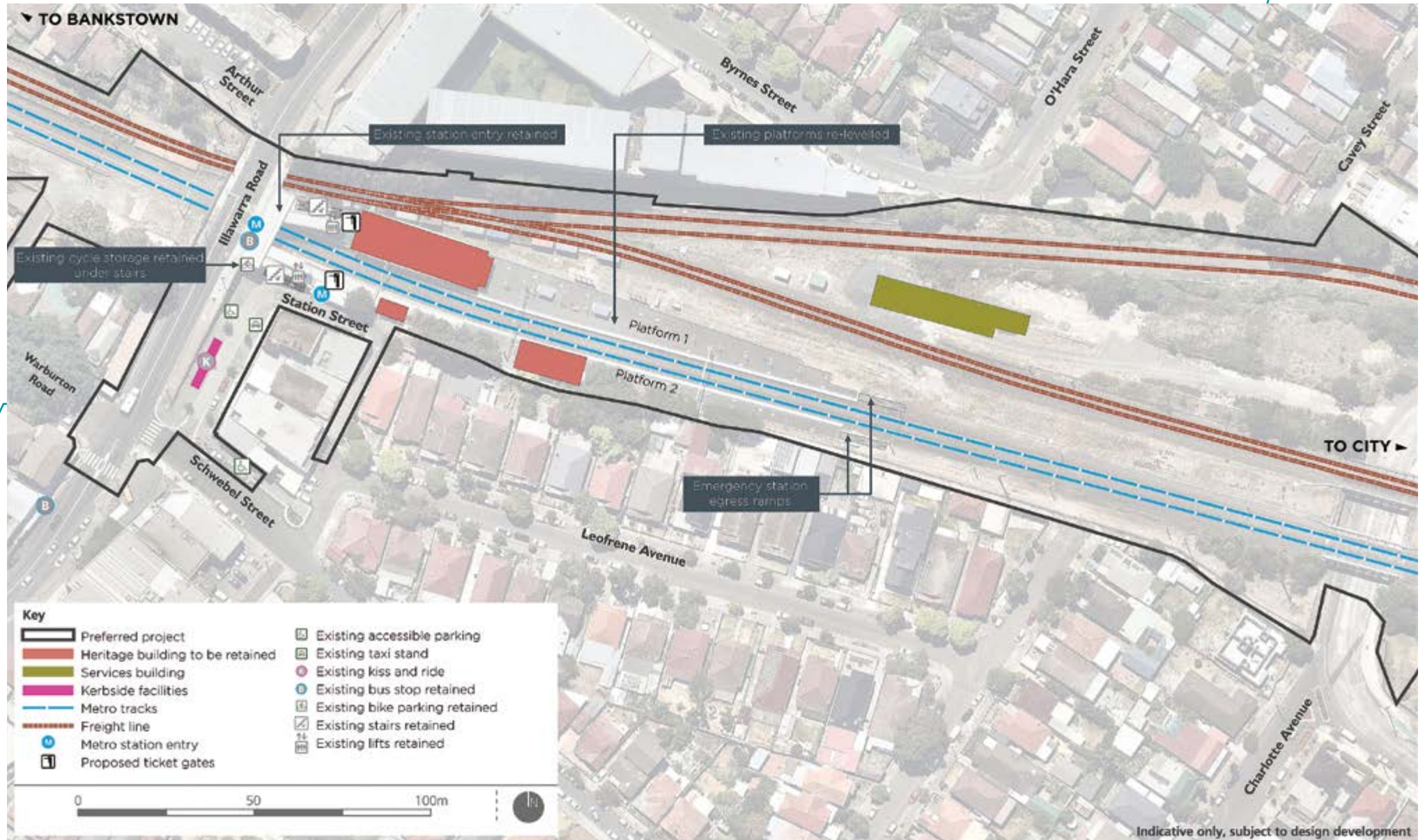
Marrickville

Travel times Marrickville to

	Central	Pitt Street (new CBD station)	Barangaroo	Victoria Cross (North Sydney)	Chatswood	Macquarie University
NOW	Up to 14	Up to 24*	Up to 38*	Up to 36*	Up to 47*	Up to 58*
SYDNEY METRO	10	12	16	19	25	36
SAVINGS	Up to 4	Up to 12	Up to 22	Up to 17	Up to 22	Up to 22
	MINUTES					

*Includes time to interchange and/or walk

Marrickville Station



Dulwich Hill Station



Final arrangements

Feature	Description
Station entry	The existing station entrance will be retained and upgraded.
Main features and transport facilities	<ul style="list-style-type: none"> New platform screen doors New connection between the station platform and Dulwich Hill light rail stop New elevated station concourse New stairs New lifts New station entrance at Bedford Crescent (northern side) New kiss and ride facility and taxi bay Upgrade of pedestrian foot paths near the station One new accessible parking space New bike parking facilities Ewart Lane commuter car park upgraded
Station features being retained	<ul style="list-style-type: none"> Platforms to be re-levelled Heritage listed overhead booking office and station building on the platform to be repurposed Bus stops on Dudley Street and Wardell Road Accessible parking Bike parking
Customers	Customers travelling to and from nearby residential, retail, education and recreational precincts.

Feature	Description
Local amenities	<ul style="list-style-type: none"> Cooks River and surrounding parklands Dulwich Hill Public School Dulwich Hill Skate Park Jack Shanahan Park Marrickville Golf Club Marrickville West Primary School St Maroun's College

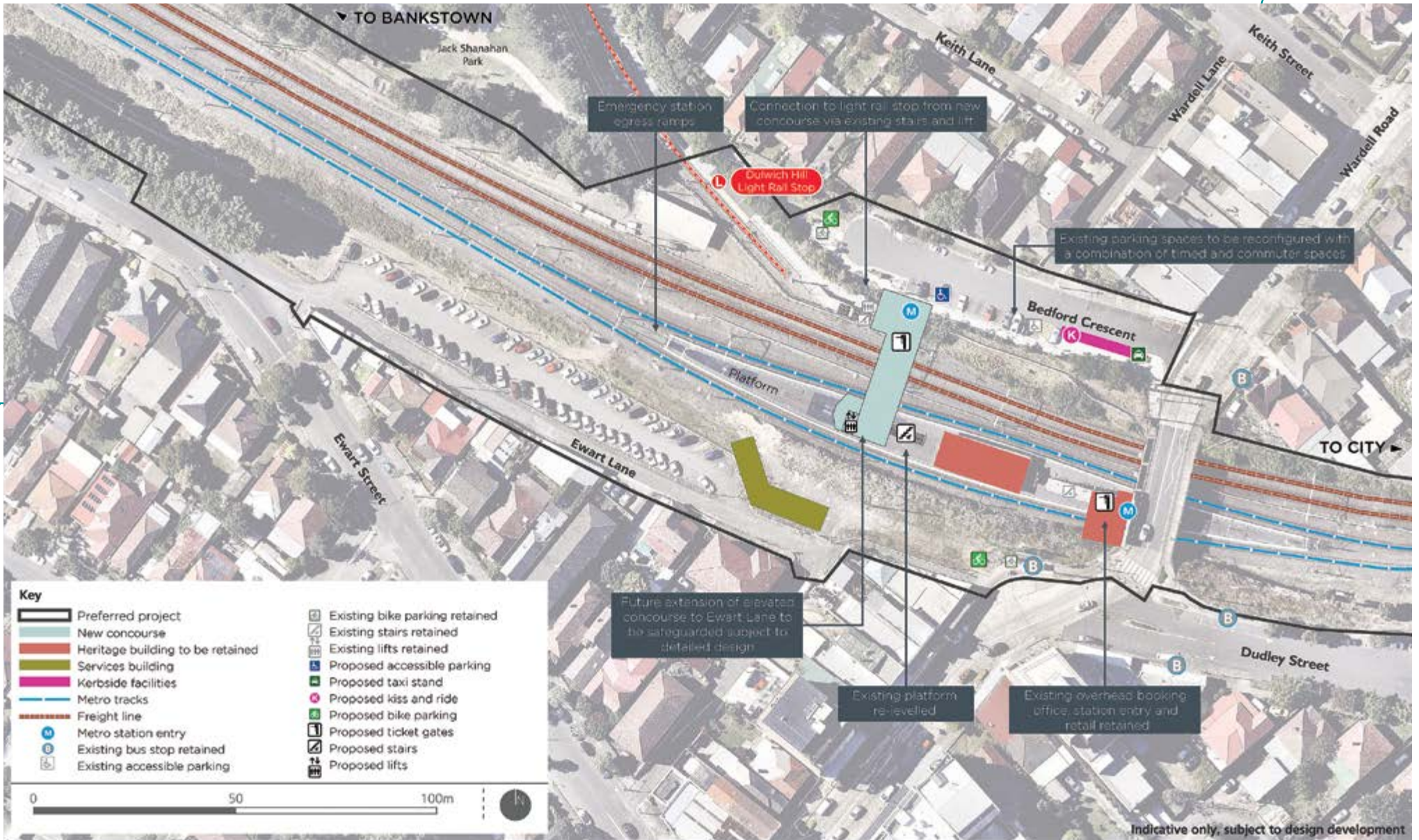


Dulwich Hill Station



*Includes time to interchange and/or walk

Dulwich Hill Station



Hurlstone Park Station



Final arrangements

Feature	Description
Station entry	The existing station entrance will be retained and upgraded.
Main features and transport facilities	<ul style="list-style-type: none"> New platform screen doors Two new lifts New stairs New kiss and ride facility and taxi bay New accessible parking More bike parking
Station features being retained	<ul style="list-style-type: none"> Platforms to be re-levelled Heritage listed overhead booking office and heritage buildings on platforms 1 and 2 to be repurposed Bus stops on the overbridge at Floss Street
Customers	Customers travelling to and from nearby residential, retail, education and recreational precincts.
Local amenities	<ul style="list-style-type: none"> Canterbury Hurlstone Park RSL Cooks River and surrounding parklands Edgeware School Euston Park Ewen Park Hurlstone Memorial Reserve St Paul of the Cross Catholic Primary School



Hurlstone Park

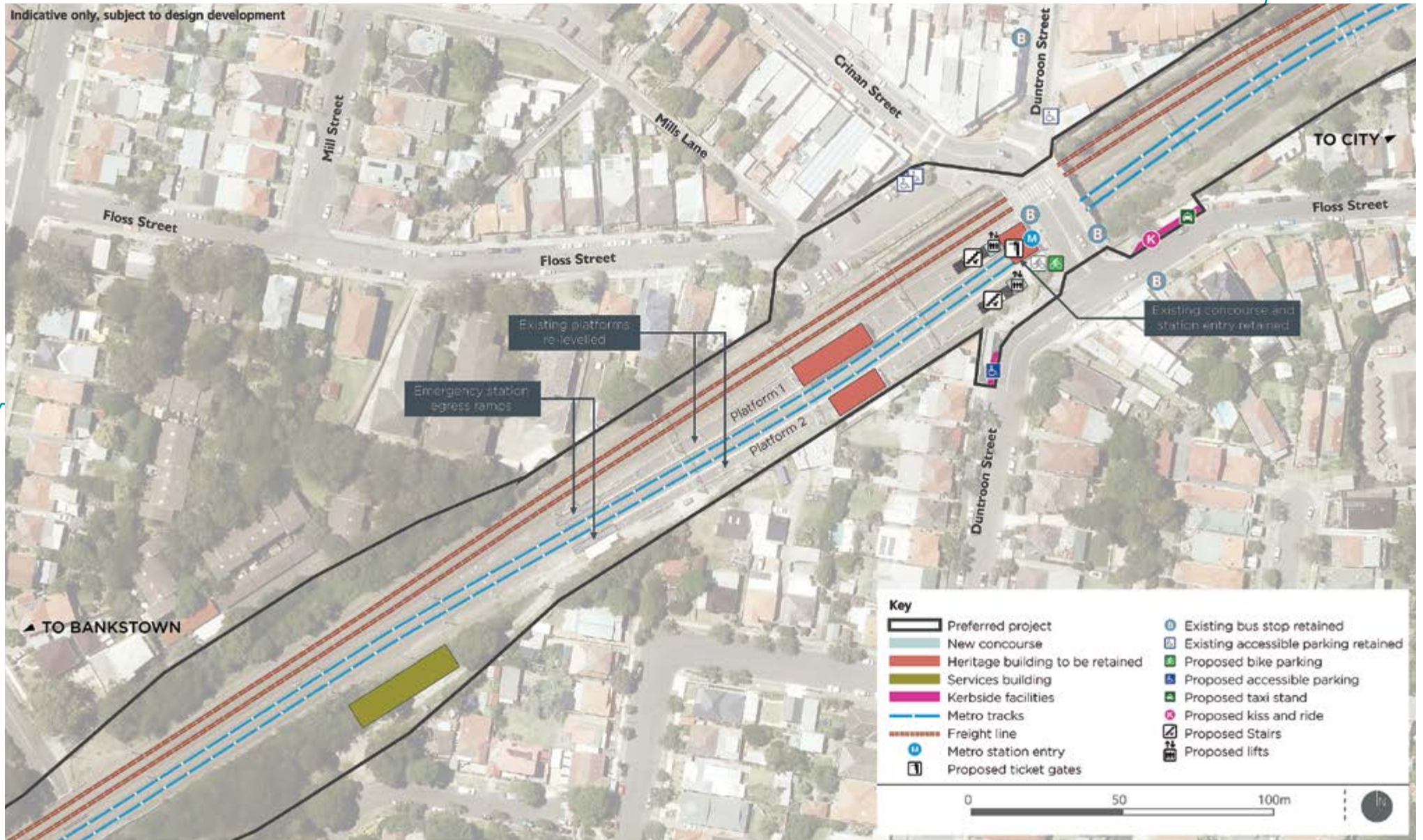
Travel times Hurlstone Park to

	Central	Pitt Street (new CBD station)	Barangaroo	Victoria Cross (North Sydney)	Chatswood	Macquarie University
NOW	Up to 18	Up to 28*	Up to 42*	Up to 48*	Up to 51*	Up to 66*
SYDNEY METRO	14	16	20	23	29	40
SAVINGS	Up to 4	Up to 12	Up to 22	Up to 25	Up to 22	Up to 26
	MINUTES					

*Includes time to interchange and/or walk

Hurlstone Park Station

Indicative only, subject to design development



Canterbury Station

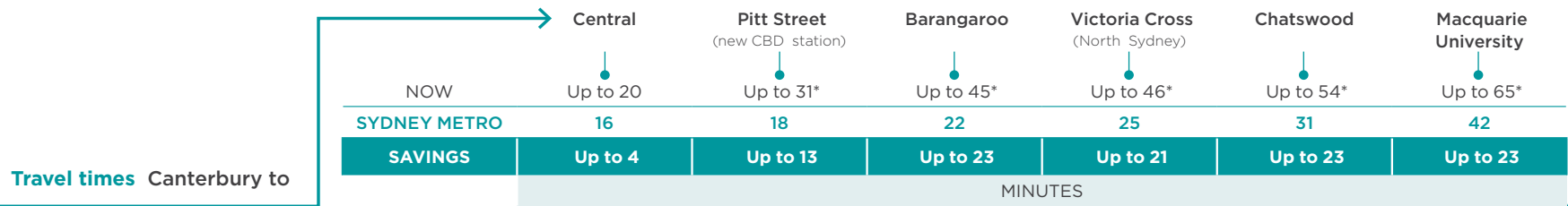


Final arrangements

Feature	Description
Station entry	The existing station entrance will be retained and upgraded.
Main features and transport facilities	<ul style="list-style-type: none"> New platform screen doors Two new lifts New stairs New kiss and ride facility and taxi bay New accessible parking More bike parking
Station features being retained	<ul style="list-style-type: none"> Platforms to be re-levelled Heritage listed overhead booking office and heritage buildings on platforms 1 and 2 to be repurposed Bus stops on the overbridge at Floss Street
Customers	Customers travelling to and from nearby residential, retail, education and recreational precincts.
Local amenities	<ul style="list-style-type: none"> Canterbury Aquatic and Fitness Centre Canterbury Girls High School Canterbury Olympic Ice Rink Canterbury Park Racecourse Canterbury Public School Cooks River and surrounding parklands Saint Mary Mckillop Reserve Tasker Park

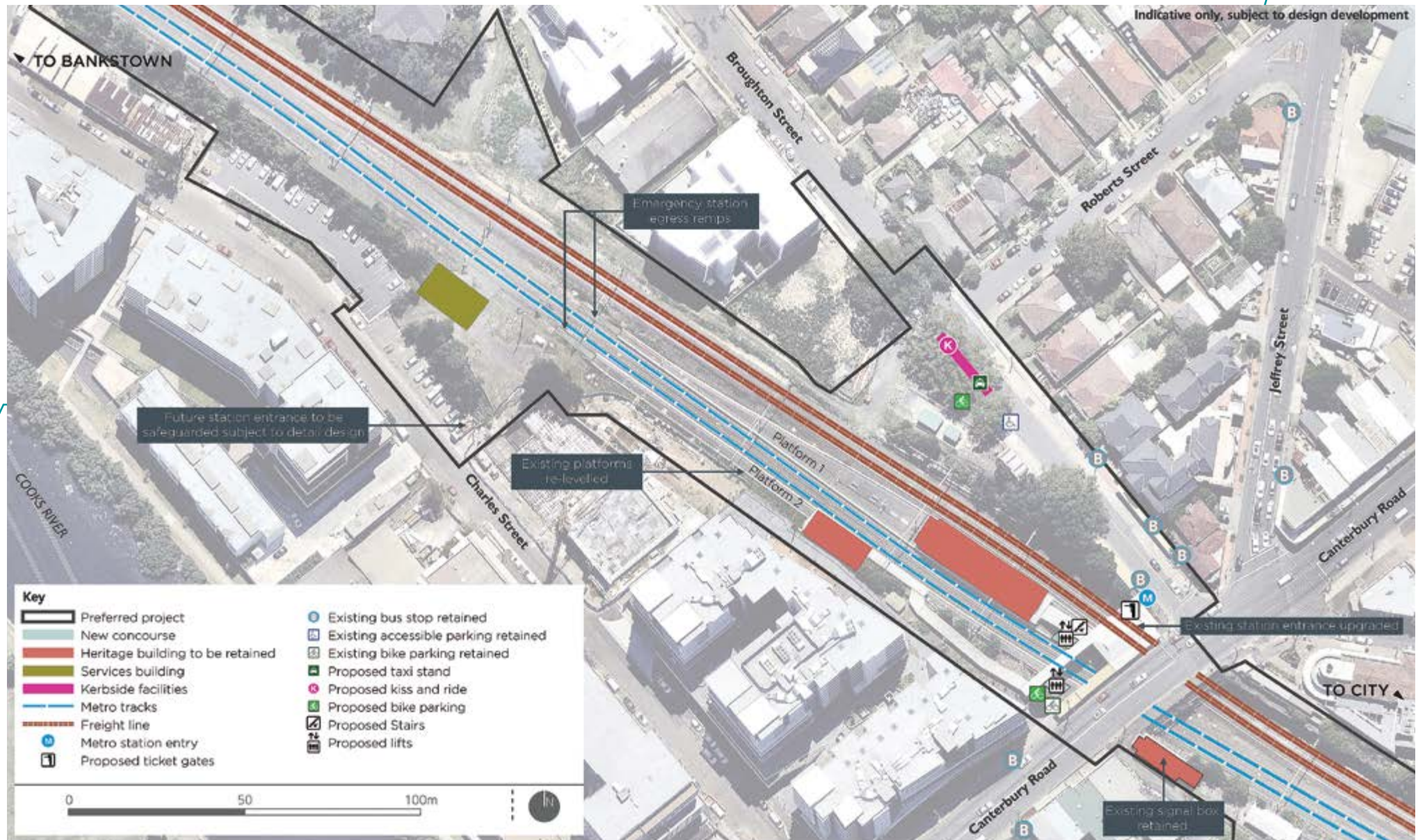


Canterbury Station



*Includes time to interchange and/or walk

Canterbury Station



Campsie Station

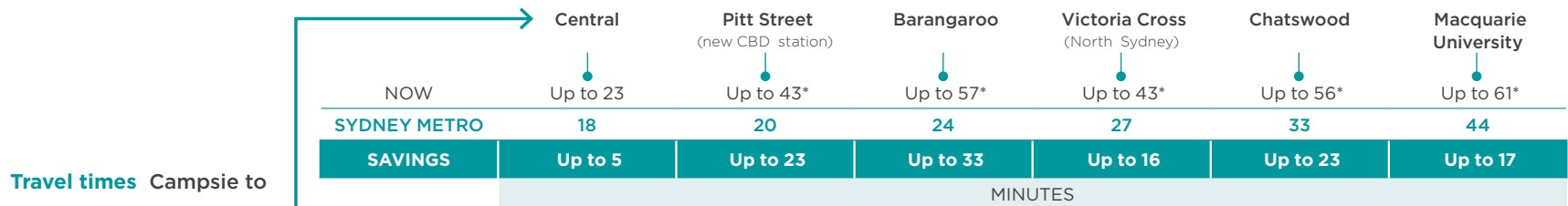


Final arrangements

Feature	Description
Station entry	The existing station entrance at Beamish Street will be retained and upgraded.
Main features and transport facilities	New bike parking on North Parade New accessible parking space on South Parade
Station features being retained	New platform screen doors Platforms to be re-levelled Kiss and ride facility on South Parade Heritage listed buildings on platforms 1 and 2 to be repurposed Bus stops near the station on Beamish Street, South Parade and North Parade The taxi stand on North Parade Accessible parking on North Parade, Wilfred Avenue and South Parade Bike parking on Beamish Street
Customers	Customers travelling to and from nearby commercial, residential, retail, education and recreational precincts.
Local amenities	<ul style="list-style-type: none"> • ANZAC Square • Campsie Public School • Campsie RSL • Carrington Square • City of Canterbury Bankstown Customer Service Centre • Orion Theatre • St Mel's Parish School



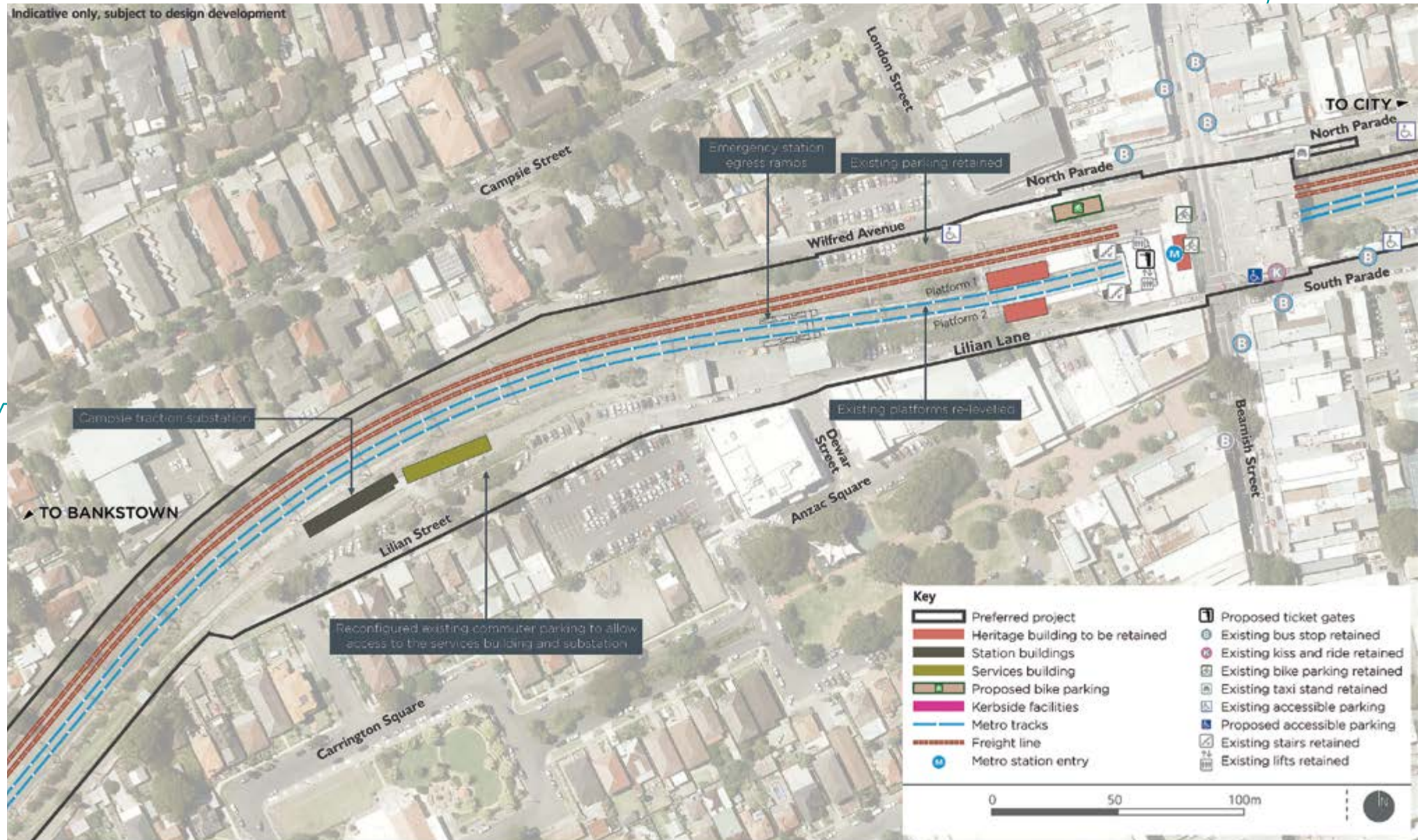
Campsie Station



*Includes time to interchange and/or walk

Campsie Station

Indicative only, subject to design development



Belmore Station

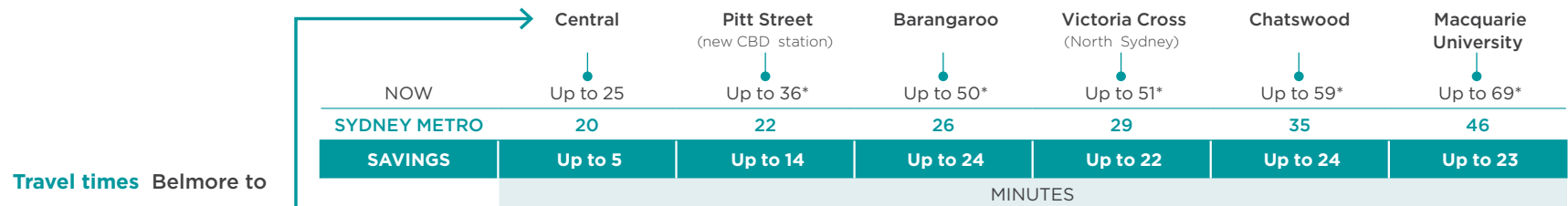


Final arrangements

Feature	Description
Station entry	The existing station entrance will be retained and upgraded.
Main features and transport facilities	<ul style="list-style-type: none"> New platform screen doors New taxi stand and kiss and ride New accessible parking in the Tobruk Avenue car park New bike parking in the Tobruk Avenue car park
Station features being retained	<ul style="list-style-type: none"> Heritage building on the platform to be repurposed Overhead booking office to be repurposed Platforms to be re-levelled Heritage buildings in the car park north of the station to be reused as retail and/or bike parking Bus stops near the station on Burwood Road Accessible parking along Redman Parade Bike parking on Burwood Road
Customers	Customers travelling to and from nearby residential, retail, education and recreational precincts.
Local amenities	<ul style="list-style-type: none"> All Saints Grammar School Belmore Sports Ground Canterbury Hospital Canterbury League Club

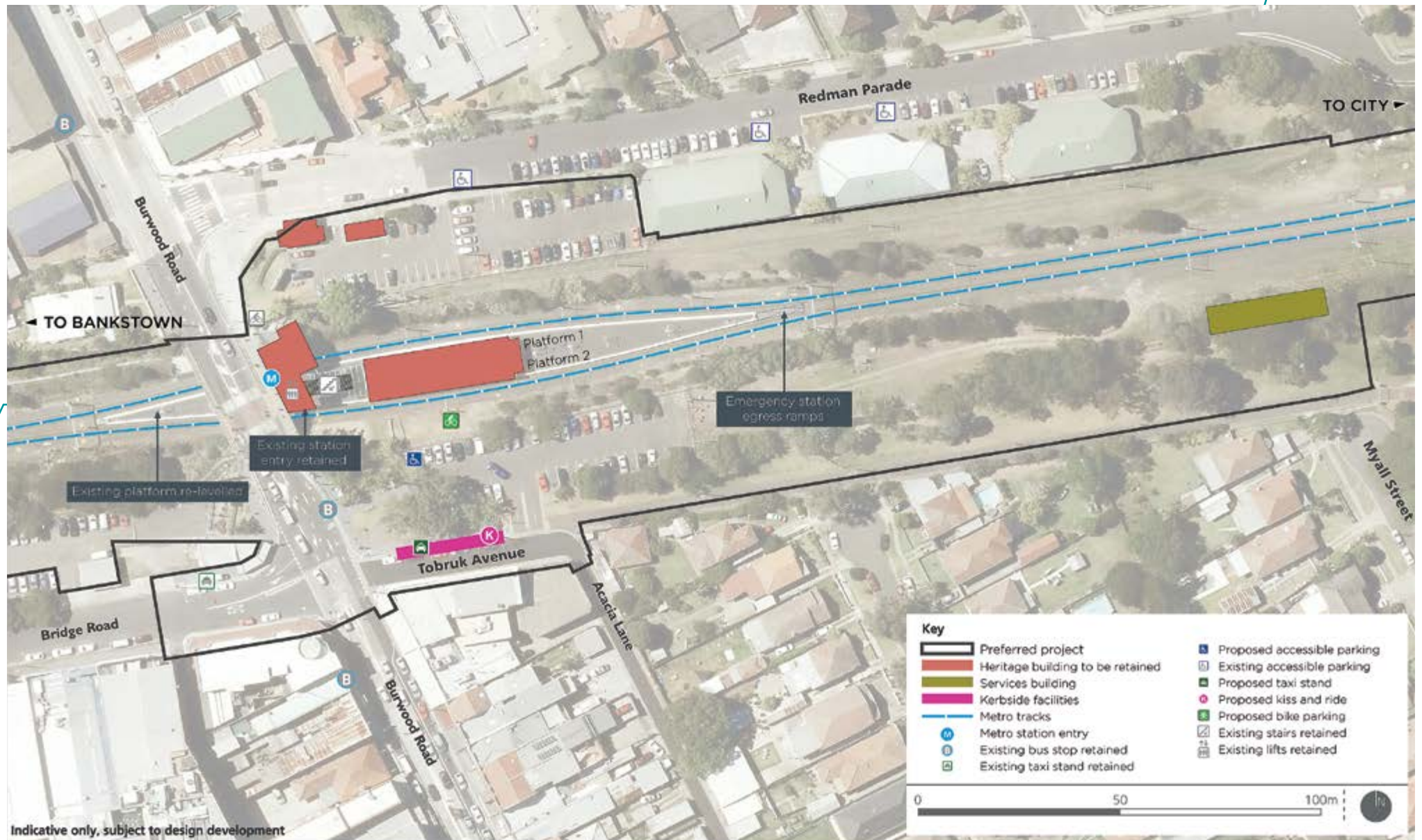


Belmore Station



*Includes time to interchange and/or walk

Belmore Station



Lakemba Station



Final arrangements

Feature	Description
Station entry	The existing station entrance will be retained.
Main features and transport facilities	<ul style="list-style-type: none"> New platform screen doors New kiss and ride facility on Railway Parade New taxi bay on The Boulevard New bike parking on Railway Parade
Station features being retained	<ul style="list-style-type: none"> Platforms to be re-levelled Bus stops on The Boulevard, Railway Parade, and Haldon Street Bike parking on The Boulevard Accessible parking on Railway Parade and The Boulevard Platform heritage building to be repurposed
Customers	Customers travelling to and from nearby residential, retail and recreational precincts.
Local amenities	<ul style="list-style-type: none"> Jubilee Reserve Lakemba Library Lakemba Senior Citizen's Centre The Lakemba Club Parry Park Peel Street Reserve Wiley Park



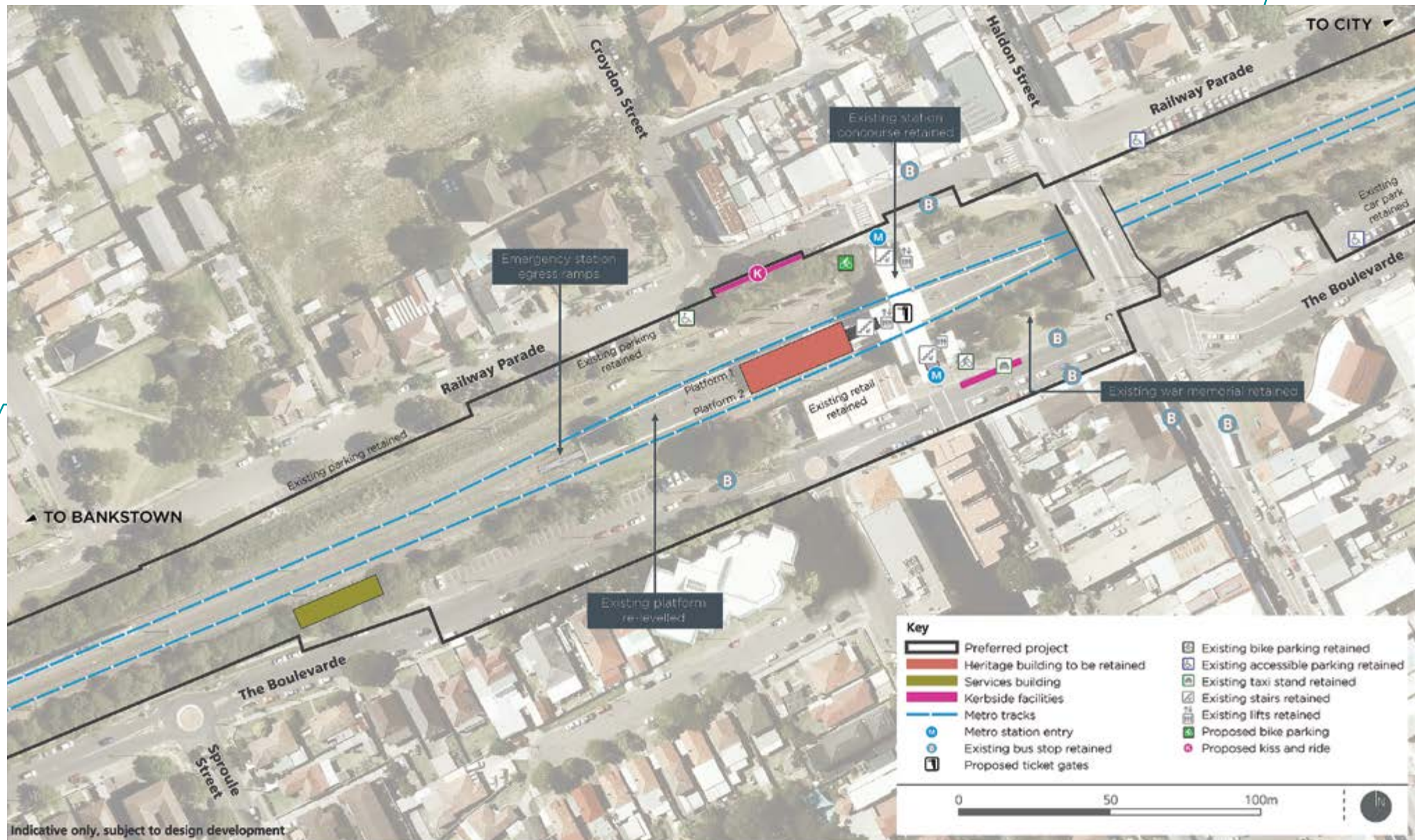
Lakemba Station

Travel times Lakemba to

	Central	Pitt Street (new CBD station)	Barangaroo	Victoria Cross (North Sydney)	Chatswood	Macquarie University
NOW	Up to 28	Up to 38*	Up to 52*	Up to 47*	Up to 61*	Up to 63*
SYDNEY METRO	22	24	28	31	37	48
SAVINGS	Up to 6	Up to 14	Up to 24	Up to 16	Up to 24	Up to 15
	MINUTES					

*Includes time to interchange and/or walk

Lakemba Station



Wiley Park Station



Final arrangements

Feature	Description
Station entry	The existing station entrance will be retained and upgraded and the existing retail shops will be demolished to make way for a pedestrian plaza and potential retail facilities.
Main features and transport facilities	<ul style="list-style-type: none"> New platform screen doors A new plaza and potential retail facilities at the station entrance Two new lifts Two new stairs New bike parking on The Boulevard and station entrance New kiss and ride facility and accessible parking on the northern side of The Boulevard, east of King Georges Road
Station features being retained	<ul style="list-style-type: none"> Platforms to be re-levelled The heritage listed overhead booking office, concourse and platform buildings The existing bus stops on The Boulevard and King Georges Road
Customers	Customers travelling to and from nearby residential, retail, education and recreational precincts.
Local amenities	<ul style="list-style-type: none"> Lakemba Public School Wiley Park Wiley Park Girls High School Wiley Park Public School



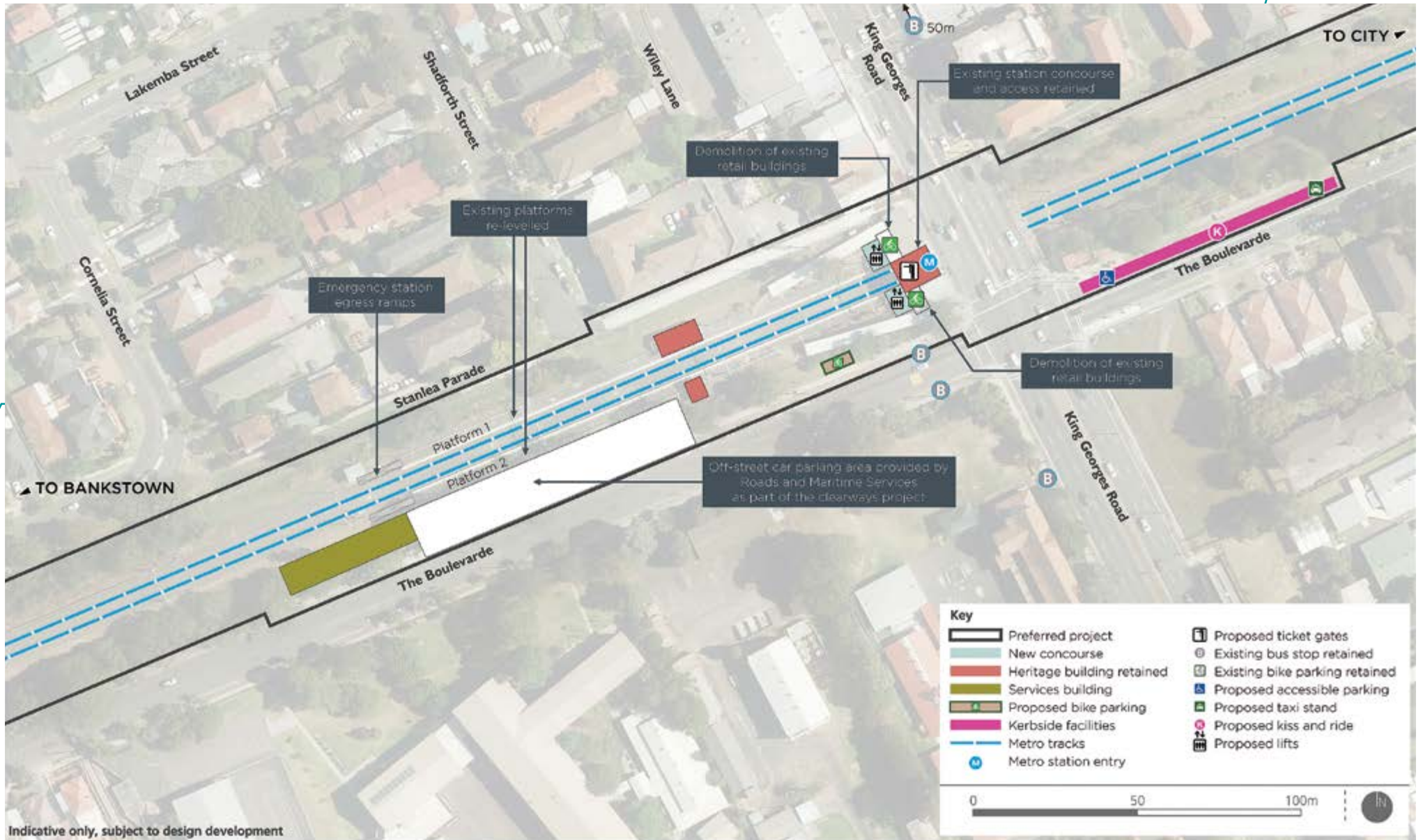
Wiley Park Station

Travel times Wiley Park to

	Central	Pitt Street (new CBD station)	Barangaroo	Victoria Cross (North Sydney)	Chatswood	Macquarie University
NOW	Up to 30	Up to 40*	Up to 54*	Up to 55*	Up to 63*	Up to 75*
SYDNEY METRO	24	26	30	33	39	50
SAVINGS	Up to 6	Up to 14	Up to 26	Up to 22	Up to 24	Up to 25
MINUTES						

*Includes time to interchange and/or walk

Wiley Park Station



Punchbowl Station



Final arrangements

Feature	Description
Station entry	The existing station entrance will be retained and upgraded.
Main features and transport facilities	<ul style="list-style-type: none"> New platform screen doors Three new lifts New stairs to platforms Concourse footbridge extended to accommodate new lifts and stairs Stairs to both entrances replaced New bike parking at the northern and southern station entrances A new pedestrian crossing on Punchbowl Road An upgraded pedestrian underpass below Punchbowl Road
Station features being retained	<ul style="list-style-type: none"> Platform to be re-levelled Heritage listed station buildings and overhead booking office Bus stops on Punchbowl Road and The Boulevard Kiss and ride facility and a taxi bay on The Boulevard Accessible parking next to the southern station entrance
Customers	Customers travelling to and from nearby residential, retail, education and recreational precincts.
Local amenities	<ul style="list-style-type: none"> Punchbowl Boys High School Warren Reserve Punchbowl Community Centre

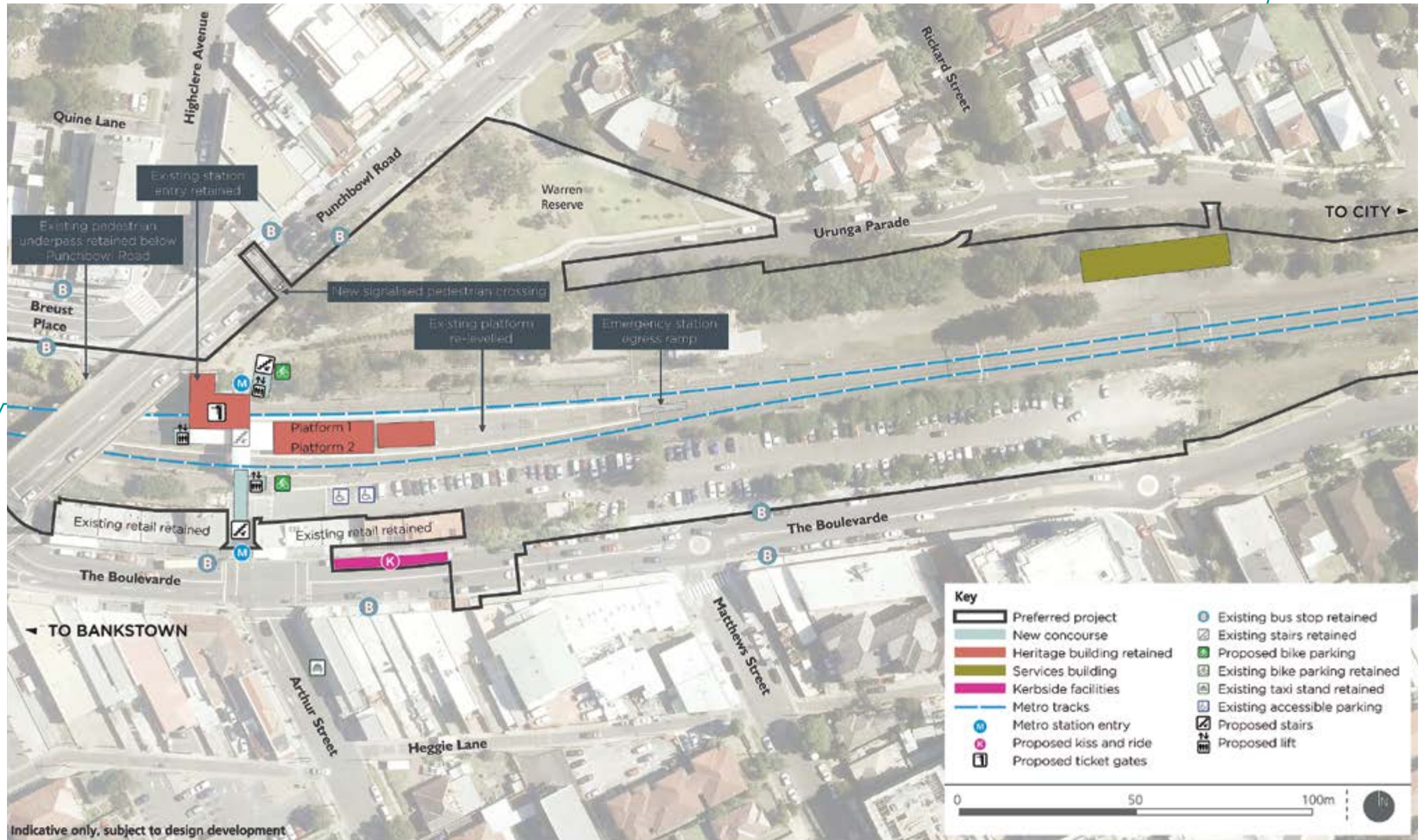


Punchbowl Station



*Includes time to interchange and/or walk

Punchbowl Station



Typical station construction Marrickville to Punchbowl

Feature	Description			
Construction hours	Standard hours - Monday to Friday 7am—6pm, Saturday 8am—1pm. Possessions - up to 24 hours a day.			
Vehicle movements during possessions	AM peak (7.30—8.30am) - 20 heavy vehicles and 20 light vehicles per hour. PM peak (4.15—5.15pm) - 20 heavy vehicles and 20 light vehicles per hour. Evening/night (6pm—7am) - 18 heavy vehicles and 18 light vehicles per hour.			
Workforce	Standard hours - average of 40 workers and a maximum of 60 workers. Possessions - average of 60 workers and a maximum of 130 workers.			
Demolition	Demolition of stairs at Dulwich Hill, Wiley Park, Canterbury, Hurlstone Park and Dulwich Hill and demolition of station entrance buildings at Wiley Park. Station platforms will not require demolition and will instead be reused and re-levelled.			
Heritage	All heritage building to be retained, heritage platforms to be re-levelled.			
Material and water usage	Concrete 200–800 tonnes per station	Water 200,000–700,000L per station	Steel 100–150 tonnes per station	Ballast 0
Plant and equipment	Bobcats Compressors Concrete pumps Concrete trucks/agitators Diamond saws	Excavators Franna cranes Generators Hand tools	Mobile cranes (50 tonnes) Piling rigs (bored) Rollers (non-vibratory) Scissor lifts	Semi-trailers Trucks Water tankers Welding equipment
Traffic changes	Local streets around stations affected for short periods of time to allow for work on kerbside facilities. Rail over and under bridges may require partial short term closures during weekends/nights.			
Public transport changes	No bus stop relocations are required. During final three-to-six month possession - rail replacement buses will use existing bus stops around stations.			
Pedestrian and cyclist changes	There will potentially be reduced footpath width near construction compounds and worksites. Some bike parking may be temporarily unavailable during periods of construction.			
Street parking changes	Some street and commuter parking around stations will be unavailable during construction, possession weekends and for operation of Temporary Transport Plans as consistent with the Environmental Impact Statement.			



Lakemba



Have your say

The Preferred Infrastructure Report is on exhibition until 18 July 2018.

The Preferred Infrastructure Report assesses a range of topics as they relate to the Environmental Impact Statement, including impacts and mitigation measures. The report does not identify any new environmental impacts for assessment.

The community, government agencies and project stakeholders can make a submission on changes to the Project as identified in the preferred infrastructure section of the Submissions and Preferred Infrastructure Report to the NSW Department of Planning and Environment.

At the end of exhibition, the Department will collate submissions and publish them on its website.

Key aspects of the Preferred Infrastructure Report are outlined on page 22 and 23 of this report and include:

- heritage
- traffic, transport and access
- noise and vibration
- waste and resource use
- hydrology
- social impact and community infrastructure
- trees, landscaping and biodiversity
- land use and property
- socio-economic and business impacts.

It is the NSW Department of Planning and Environment's policy to also place a copy of your submission on their website. If you do not want your name made available to Transport for NSW, or on the Department's website, please clearly state this in your submission.

Your submission must reach the NSW Department of Planning and Environment by 18 July 2018 and must include:

1. Your name and address
2. The name of your application
3. The application number **SSI 17_8256**
4. A brief statement on whether you support or object to the preferred project
5. The reasons why you support or object to the preferred project.

Your submission should be marked Attention: Director, Transport Assessments and can be sent via:

- **Website:**
majorprojects.planning.nsw.gov.au
and follow the 'on exhibition' links
- **Post to:**
Major Projects Assessment
Department of Planning and Environment
GPO Box 39, SYDNEY, NSW 2001

Anyone lodging submissions must declare reportable political donations (including donations of \$1000 or more) made in the previous two years.

For more details, and a disclosure form, go to planning.nsw.gov.au/donations.

Under section 1152(5) of the *Environmental Planning and Assessment Act 1979* (NSW), the Director-General may provide copies of submissions received during the exhibition period, or a summary of the submissions, to the proponent.

All submissions and information obtained during the public exhibition period will be used in accordance with the *Privacy Act 1988*. All submissions received are regarded as public documents and any information contained in them can be published in subsequent assessment documents. Copies of the submissions received may be issued to interested parties. If the author of a submission does not wish the information to be distributed, this needs to be clearly stated in the submission.

For enquiries, please contact the NSW Department of Planning and Environment:

- **Phone:**
1300 305 695
- **Email:**
information@planning.nsw.gov.au

Following exhibition, issues raised in these submissions that relate to the preferred project will be summarised in a submissions report. Transport for NSW will consider the issues raised, and may make changes to the Project as a result of submissions or to reduce impacts on the environment. The Minister for Planning will then make a decision about whether to approve the Project.

If the Project proceeds, Transport for NSW will continue to liaise with stakeholders and the community during the detailed design, construction and operation phases. This ongoing engagement process will play an important role in reducing the potential impacts and enhancing the benefits of the Project for all stakeholders.

Where to view the Submissions and Preferred Infrastructure Report

The Submissions and Preferred Infrastructure Report and its accompanying documents may be viewed on the NSW Department of Planning and Environment website: majorprojects.planning.nsw.gov.au and sydneymetro.info.

You can also view the documents at:

Inner West Council Customer Service Centre:

Petersham: 2-14 Fisher Street

Inner West Council Libraries:

Marrickville Library: Corner Marrickville and Petersham Roads

Emanuel Tsardoulis Community Library: 362-372 New Canterbury Road, Dulwich Hill

St Peters/Sydenham Library: Unwins Bridge Road, Sydenham

City of Canterbury Bankstown Customer Service Centres:

Bankstown: Upper Ground Floor, Bankstown Civic Tower, 66-72 Rickard Road (Corner of Jacob Street)

Campsie: 137 Beamish Street

City of Canterbury Bankstown Libraries:

Campsie: 14-28 Amy Street

Lakemba: 62 The Boulevarde

Bankstown: 80 Rickard Road

Community information sessions

Changes made to the Project are outlined in the Preferred Infrastructure Report.

Community members can find out more by visiting sydneymetro.info or coming along to one of our community information sessions where expert members of the Project team will be available to answer questions.

There is no need to make a booking.

Date and time	Location
Saturday 23 June 2018 10am-2pm	Canterbury Bankstown Arts Centre 5 Olympic Parade, Bankstown
Tuesday 26 June 2018 3-7pm	Canterbury-Hurlstone Park RSL Club 20-26 Canterbury Road, Hurlstone Park
Saturday 30 June 2018 10am-2pm	Marrickville Town Hall 303 Marrickville Road, Marrickville
Wednesday 4 July 2018 3-7pm	Canterbury League Club 26 Bridge Road, Belmore

Keeping in touch

For more information visit our website sydneymetro.info or contact us via:



1800 171 386 24-hour community information line



sydneymetro@transport.nsw.gov.au



Sydney Metro, PO Box K659,
Haymarket, NSW 1240



If you need an interpreter, call TIS National on **131 450** and ask them to call **1800 171 386**



Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service on 131 450** and ask them to call **Sydney Metro on 1800 171 386**. The interpreter will then assist you with translation.

আপনার, একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যিক হলে, অনুগ্রহ করে **১৩১ ৪৫০** নং এ **ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস** এর সাথে যোগাযোগ করুন, এবং **১৮০০ ১৭১ ৩৮৬** নং এ **সিডনী মেট্রো** কে কল করতে তাদের বলুন। তখন অনুবাদ/ ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电131 450 翻译和口译服务, 让他们打 1800 171 386 给悉尼地铁, 翻译员然后将帮助您进行翻译。

Если Вам необходима помощь переводчика, свяжитесь, пожалуйста, с переводческой службой **Translating and Interpreting Service по телефону 131 450** и попросите их соединить Вас с **Сидней Метро (Sydney Metro) по номеру 1800 171 386**. Затем переводчик поможет вам с переводом.

Εάν χρειάζεστε τις υπηρεσίες διερμνείας, παρακαλείσθε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμνείων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 **Sydney Metro** 전화 **1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** وأطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch** (Translating and Interpreting) ở số **131 450** và yêu cầu gọi Sydney Metro ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दुभाषिए की सेवाओं की ज़रूरत है, तो कृपया अनुवाद एवं दुभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर को फोन करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।

Appendix

Appendix A

The biggest urban rail project in Australian history

Stage 1 of Sydney Metro is under construction. There are thirteen stations including:

- Tallawong
- Hills Showground
- Macquarie Park
- Rouse Hill
- Castle Hill
- North Ryde
- Kellyville
- Cherrybrook
- Chatswood
- Bella Vista
- Epping
- Macquarie University
- Norwest

Stage 2 of Sydney Metro will run from Chatswood to Bankstown including the following stations:

- Chatswood
- Waterloo
- Belmore
- Crows Nest
- Sydenham
- Lakemba
- Victoria Cross
- Marrickville
- Wiley Park
- Barangaroo
- Dulwich Hill
- Punchbowl
- Martin Place
- Hurlstone Park
- Bankstown
- Pitt Street
- Canterbury
- Central
- Campsie

Stage 3 Sydney Metro West is subject to early planning

Appendix B

Key Sydney Metro facts

- Stage 1 – Sydney Metro Northwest opens in 2019
- Stage 2 – Sydney Metro City and Southwest opens in 2024
- Stage 3 – Sydney Metro West opens late 2020s
- In peak train every four minutes
- 31 state-of-the-art, fully accessible metro stations
- 66 kilometres of new metro rail for Sydney
- No timetable – customers will just turn up and go
- 98 percent on time running reliability
- Continuous mobile phone coverage through the network
- 38 cameras on each train
- Video hoop points on all platforms
- Opal Ticketing

Train features

- Three double doors per carriage for faster loading and unloading
- Level access between platform and train
- Two multi-purpose areas per train for prams, luggage and bicycles
- Wheelchair spaces, separate priority seating and emergency intercoms
- Real-time travel information and live electronic route maps
- Platform screen doors keep people and objects away from the edge and allow trains to get in and out of stations much faster
- Inside you can see from one end of the train to the other
- Heating and air conditioning
- 170 metres long platforms – longer than most of Sydney
- Customer service assistants at every station and moving through the network during the day and night

Safety

- Sydney Metro is Australia's first fully-automated metro rail network. Around the world, millions of people use these networks every day in cities like Paris, Singapore, Dubai and Hong Kong.

Operations Control Centre

- State-of-the-art network controlled from new high-tech facility at Tallawong Road
- Constant monitoring - Expert train controllers monitor entire metro system
- Security - More than 230 tunnel cameras on Sydney Metro Northwest alone
- Signalling and communication systems - Control the trains, tunnels, platforms and skytrain to deliver a safe and reliable journey
- Faster journeys - System minimises the time trains are stopped at stations and the time between each train

Appendix C

Sydney's Rail Congestion

Sydney's current rail system was built over 160 years. There are 120 trains per hour on 15 lines, all coming together on 6 CBD train tracks.

- The Bankstown Line adds to Sydney's big rail bottleneck
- It funnels trains on to the East Hills and Inner West lines outside Central
- Queuing trains make delays worse, causing backlogs in the west and south west

In the future Sydney Metro will help by busting congestion.

- Removes the Bankstown Line bottleneck by putting the line on Sydney's new stand-alone metro system
- Suburban trains from the Bankstown Line allocated to other lines
- Clearing the funnel means more trains and more reliable



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Information in this document has been prepared in good faith and is correct at the time of printing, June 2018.

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