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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
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.

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.

**Lifts for every station**

<table>
<thead>
<tr>
<th>Station</th>
<th>Lift access now</th>
<th>Lift access with upgraded station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bankstown</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Punchbowl</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Wiley Park</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>Canterbury</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Hurlstone Park</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Dulwich Hill</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Marrickville</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Sydenham</td>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

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

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 stations
  - 4000 commuter car parks
  - 36 kilometres

City & Southwest
- Sydney Metro City & Southwest alignment
  - OPEN 2024
  - 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
  - Western Sydney population, 2036
  - 3.2 MILLION

Sydney Trains suburban network
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.

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.

### Frequency

<table>
<thead>
<tr>
<th>Now</th>
<th>Sydney Metro</th>
<th>15 per hour</th>
</tr>
</thead>
</table>

### 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.

### Publicly owned

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

### Beyond Bankstown

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

### Seating

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

### Seating

More than 17,000 seats

### 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.
**Easy CBD connections**

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

**Time savings to Central Station**

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

**More trains per hour on the Bankstown Line**

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.

**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.

**Erskineville and St Peters**

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.

**Note:** In the morning peak towards the city
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

A train every **4 minutes** in the peak

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

**SAFETY**

- **Constant monitoring**
  - Expert train controllers monitor entire metro system

- **Security**
  - More than 230 tunnel cameras on Sydney Metro Northwest alone

- **Signalling and communications systems**
  - Control the trains, tunnels, platforms and skytrain to deliver a safe and reliable journey

- **Operations Control Centre**
  - State-of-the-art network controlled from new high-tech facility at Tallawong Road

- **Faster journeys**
  - System minimises the time trains are stopped at stations and the time between each train

**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**

- **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**

- **Double doors for faster loading and unloading**

- **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**

**KEY FACTS**

- **Northwest**
  - Opens 2019

- **City & Southwest**
  - Opens 2024

- **West**
  - Late 2020s

**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**

- **State-of-the-art network controlled from new high-tech facility at Tallawong Road**

**Northwest**

- **Opens 2019**

**City & Southwest**

- **Opens 2024**

**West**

- **Late 2020s**

**00:04**

- **In peak**

**66 kilometres**

- **New metro rail for Sydney**

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**Opal ticketing**

**State-of-the-art network controlled from new high-tech facility at Tallawong Road**
Why upgrade Sydenham to Bankstown?
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.

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:

- 40% more train trips
- 30% more car trips
- 31% more households

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.

Artist’s impression of Central Station
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.

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.

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

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.

Heritage buildings should be kept

Including lift access for people with disabilities and parents with prams is critical

It will be good if the proposal could be fast-tracked

I’m concerned about construction noise

I’m worried that construction will impact my day-to-day life

I’m concerned about noise impacts on schools and child care centres close to the railway line

Existing vegetation around stations must be retained where possible

Reduce rail possession periods

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.
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.

- 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.
- Smaller construction areas and less disruption to local businesses.
- Fewer trees removed; about 400 trees around stations will not be affected by construction works.
- Fewer track work by reusing rail infrastructure like overhead wiring and existing track.
- Fewer traffic changes; rail bridges will remain open most of the time.
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.

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

<table>
<thead>
<tr>
<th>Next steps</th>
<th>Northwest</th>
<th>Chatswood to Sydenham</th>
<th>Sydenham to Bankstown</th>
</tr>
</thead>
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<tr>
<td>Prepare State Significant Infrastructure Application Report</td>
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<td>✓</td>
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<tr>
<td>Lodge State Significant Infrastructure Application Report</td>
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<td>Exhibit Environmental Impact Statement – minimum 30 days</td>
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<td>✓</td>
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<tr>
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<td>Issue Submissions Report</td>
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<td>Issue Preferred Infrastructure Report</td>
<td>—</td>
<td>✓</td>
<td>WE ARE HERE</td>
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<tr>
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<td>—</td>
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<tr>
<td>Start construction</td>
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<td>✓</td>
<td>2019</td>
</tr>
<tr>
<td>Launch tunnel boring machines</td>
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<td>2018</td>
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</tr>
<tr>
<td>Open to passengers</td>
<td>2019</td>
<td>2024</td>
<td>—</td>
</tr>
</tbody>
</table>
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.
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.

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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.

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.

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.

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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.
Upgrading the Bankstown Line
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

1. **Temporary transport component 1** – Buses replacing trains stopping at all stations
2. **Temporary transport component 2** – Buses replacing trains skipping some stations to provide faster journeys
3. **Temporary transport component 3** – Buses moving passengers to another train line
4. **Temporary transport component 4** – Increase frequency of existing bus services at specific locations
5. **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

Temporary Transport Strategy
Guides the planning and development of Temporary Transport Plans

Temporary Transport Plan
Developed and implemented specifically for each rail possession, as not all possessions will be the same or affect all stations

Temporary Transport Service Plan
The service plan will consider:
- providing additional services on the T2 Inner West & Leppington Line and T8 Airport & South Line (formerly the T2 Airport, Inner West & South Line)
- providing altered train services between Liverpool and Lidcombe, and Sydenham and Redfern
- providing temporary bus services along the T3 Bankstown Line and to stations on adjacent rail lines
- increasing the frequency of services on existing bus routes
- identifying bus priority measures to improve travel times
- identifying measures that encourage walking and cycling, like improving connectivity and bicycle parking facilities at other stations.

Temporary Transport Management Plan
The management plan will:
- review detailed construction planning
- plan for bus stops and accessibility
- identify appropriate management controls
- consider and manage combined effects of plan.
Plans for each station

The following section outlines features of each station and construction.
**Marrickville Station**

## Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station entry</strong></td>
<td>The existing entrance and lifts from Illawarra Road and Station Street will be retained.</td>
</tr>
<tr>
<td><strong>Main features and transport facilities</strong></td>
<td>New platform screen doors</td>
</tr>
<tr>
<td><strong>Station features being retained</strong></td>
<td>Heritage station buildings on platforms 1 and 2 to be repurposed</td>
</tr>
<tr>
<td></td>
<td>Former booking office on Platform 2 to be repurposed</td>
</tr>
<tr>
<td></td>
<td>Heritage platforms to be re-levelled</td>
</tr>
<tr>
<td></td>
<td>Station Street entry to Platform 2</td>
</tr>
<tr>
<td></td>
<td>Station buildings, including the recently completed elevated concourse and canopy</td>
</tr>
<tr>
<td></td>
<td>All bus stops, including the recently relocated southbound bus stop on Illawarra Road</td>
</tr>
<tr>
<td></td>
<td>Kiss and ride facility on the western side of Station Street</td>
</tr>
<tr>
<td></td>
<td>Accessible parking space on Schwebel Street</td>
</tr>
<tr>
<td></td>
<td>Bike storage/parking facility below the station stairs</td>
</tr>
<tr>
<td><strong>Customers</strong></td>
<td>Customers travelling to and from nearby residential, retail and recreational precincts.</td>
</tr>
<tr>
<td><strong>Local amenities</strong></td>
<td>• Casimir Catholic College</td>
</tr>
<tr>
<td></td>
<td>• Marrickville Town Hall</td>
</tr>
<tr>
<td></td>
<td>• McNeilly Park</td>
</tr>
</tbody>
</table>

### Travel times

<table>
<thead>
<tr>
<th></th>
<th>Central</th>
<th>Pitt Street</th>
<th>Barangaroo</th>
<th>Victoria Cross</th>
<th>Chatswood</th>
<th>Macquarie University</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NOW</strong></td>
<td>Up to 14</td>
<td>Up to 24*</td>
<td>Up to 38*</td>
<td>Up to 36*</td>
<td>Up to 47*</td>
<td>Up to 58*</td>
</tr>
<tr>
<td><strong>SYDNEY METRO</strong></td>
<td>10</td>
<td>12</td>
<td>16</td>
<td>19</td>
<td>25</td>
<td>36</td>
</tr>
<tr>
<td><strong>SAVINGS</strong></td>
<td>Up to 4</td>
<td>Up to 12</td>
<td>Up to 22</td>
<td>Up to 17</td>
<td>Up to 22</td>
<td>Up to 22</td>
</tr>
</tbody>
</table>

*Includes time to interchange and/or walk*
Marrickville Station
Dulwich Hill Station

Final arrangements

<table>
<thead>
<tr>
<th>Feature entry</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station entry</td>
<td>The existing station entrance will be retained and upgraded.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Main features and transport facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>New platform screen doors</td>
</tr>
<tr>
<td>New connection between the station platform and Dulwich Hill light rail stop</td>
</tr>
<tr>
<td>New elevated station concourse</td>
</tr>
<tr>
<td>New stairs</td>
</tr>
<tr>
<td>New lifts</td>
</tr>
<tr>
<td>New station entrance at Bedford Crescent (northern side)</td>
</tr>
<tr>
<td>New kiss and ride facility and taxi bay</td>
</tr>
<tr>
<td>Upgrade of pedestrian foot paths near the station</td>
</tr>
<tr>
<td>One new accessible parking space</td>
</tr>
<tr>
<td>New bike parking facilities</td>
</tr>
<tr>
<td>Ewart Lane commuter car park upgraded</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Station features being retained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platforms to be re-levelled</td>
</tr>
<tr>
<td>Heritage listed overhead booking office and station building on the platform to be repurposed</td>
</tr>
<tr>
<td>Bus stops on Dudley Street and Wardell Road</td>
</tr>
<tr>
<td>Accessible parking</td>
</tr>
<tr>
<td>Bike parking</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Customers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customers travelling to and from nearby residential, retail, education and recreational precincts.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local amenities</td>
<td></td>
</tr>
<tr>
<td>- Cooks River and surrounding parklands</td>
<td></td>
</tr>
<tr>
<td>- Dulwich Hill Public School</td>
<td></td>
</tr>
<tr>
<td>- Dulwich Hill Skate Park</td>
<td></td>
</tr>
<tr>
<td>- Jack Shanahan Park</td>
<td></td>
</tr>
<tr>
<td>- Marrickville Golf Club</td>
<td></td>
</tr>
<tr>
<td>- Marrickville West Primary School</td>
<td></td>
</tr>
<tr>
<td>- St Maroun’s College</td>
<td></td>
</tr>
</tbody>
</table>

Travel times

<table>
<thead>
<tr>
<th></th>
<th>Central</th>
<th>Pitt Street</th>
<th>Barangaroo</th>
<th>Victoria Cross</th>
<th>Chatswood</th>
<th>Macquarie University</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOW</td>
<td>Up to 16</td>
<td>Up to 26*</td>
<td>Up to 40*</td>
<td>Up to 52*</td>
<td>Up to 49*</td>
<td>Up to 64*</td>
</tr>
<tr>
<td>SAVINGS</td>
<td>12</td>
<td>14</td>
<td>18</td>
<td>21</td>
<td>27</td>
<td>38</td>
</tr>
<tr>
<td>MINUTES</td>
<td>Up to 4</td>
<td>Up to 12</td>
<td>Up to 22</td>
<td>Up to 31</td>
<td>Up to 22</td>
<td>Up to 26</td>
</tr>
</tbody>
</table>

*Includes time to interchange and/or walk
## Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station entry</td>
<td>The existing station entrance will be retained and upgraded.</td>
</tr>
</tbody>
</table>
| Main features and transport facilities | 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 | 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 | 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 |

### Travel times

<table>
<thead>
<tr>
<th>Location</th>
<th>Hurlstone Park to</th>
<th>SYDNEY METRO</th>
<th>SAVINGS</th>
<th>MINUTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>Up to 18</td>
<td>14</td>
<td>Up to 4</td>
<td>29</td>
</tr>
<tr>
<td>Pitt Street (new CBD station)</td>
<td>Up to 28*</td>
<td>16</td>
<td>Up to 12</td>
<td>23</td>
</tr>
<tr>
<td>Barangaroo (North Sydney)</td>
<td>Up to 42*</td>
<td>20</td>
<td>Up to 22</td>
<td>29</td>
</tr>
<tr>
<td>Victoria Cross (North Sydney)</td>
<td>Up to 48*</td>
<td>23</td>
<td>Up to 25</td>
<td>Up to 51*</td>
</tr>
<tr>
<td>Chatswood</td>
<td>Up to 42*</td>
<td>29</td>
<td>Up to 22</td>
<td>Up to 66*</td>
</tr>
<tr>
<td>Macquarie University</td>
<td>Up to 48*</td>
<td>40</td>
<td>Up to 26</td>
<td></td>
</tr>
</tbody>
</table>
Canterbury Station

Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station entry</td>
<td>The existing station entrance will be retained and upgraded.</td>
</tr>
</tbody>
</table>
| Main features and transport facilities | 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 | 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                  |  
• 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 |

Travel times  
Canterbury to

<table>
<thead>
<tr>
<th></th>
<th>Central (new CBD station)</th>
<th>Pitt Street (new CBD station)</th>
<th>Barangaroo (North Sydney)</th>
<th>Victoria Cross (North Sydney)</th>
<th>Chatswood</th>
<th>Macquarie University</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOW</td>
<td>Up to 20</td>
<td>Up to 31*</td>
<td>Up to 45*</td>
<td>Up to 46*</td>
<td>Up to 54*</td>
<td>Up to 65*</td>
</tr>
<tr>
<td>SYDNEY METRO</td>
<td>16</td>
<td>18</td>
<td>22</td>
<td>25</td>
<td>31</td>
<td>42</td>
</tr>
<tr>
<td>SAVINGS</td>
<td>Up to 4</td>
<td>Up to 13</td>
<td>Up to 23</td>
<td>Up to 21</td>
<td>Up to 23</td>
<td>Up to 23</td>
</tr>
</tbody>
</table>

*Includes time to interchange and/or walk.
Canterbury Station

Key

- Preferred project
- New concourse
- Heritge building to be retained
- Services building
- Kerbside facilies
- Metro tracks
- Freight line
- Metro station entry
- Proposed ticket gates
- Existing bus stop retained
- Existing accessible parking retained
- Existing bike parking retained
- Proposed taxi stand
- Proposed kiss and ride
- Proposed bike parking
- Proposed stairs
- Proposed lifts

Indicative only, subject to design development
Campsie Station

Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station entry</td>
<td>The existing station entrance at Beamish Street will be retained and upgraded.</td>
</tr>
<tr>
<td>Main features and transport facilities</td>
<td>New bike parking on North Parade New accessible parking space on South Parade</td>
</tr>
<tr>
<td>Station features being retained</td>
<td>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</td>
</tr>
<tr>
<td>Customers</td>
<td>Customers travelling to and from nearby commercial, residential, retail, education and recreational precincts.</td>
</tr>
<tr>
<td>Local amenities</td>
<td>ANZAC Square Campsie Public School Campsie RSL Carrington Square City of Canterbury Bankstown Customer Service Centre Orion Theatre St Mel’s Parish School</td>
</tr>
</tbody>
</table>

Travel times Campsie to

|         | Central (Pitt Street (new CBD station)) Barangaroo (Victoria Cross (North Sydney)) Chatswood Macquarie University |
|---------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| NOW     | Up to 23                                          | Up to 43                                         | Up to 57                                         | Up to 43                                         |
| SYDNEY METRO | 18                                        | 20                                             | 24                                              | 27                                              |
| SAVINGS | Up to 5                                          | Up to 23                                        | Up to 33                                        | Up to 16                                        |
|         | Up to 16                                        | Up to 23                                        | Up to 17                                        | Up to 23                                        |
|         | Up to 23                                        | Up to 23                                        | Up to 17                                        | Up to 23                                        |
|         | Up to 23                                        | Up to 23                                        | Up to 17                                        | Up to 23                                        |

*Includes time to interchange and/or walk
Belmore Station

Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station entry</td>
<td>The existing station entrance will be retained and upgraded.</td>
</tr>
</tbody>
</table>
| Main features and transport facilities | 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 | 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                  | • All Saints Grammar School  
• Belmore Sports Ground  
• Canterbury Hospital  
• Canterbury League Club |

Travel times Belmore to

<table>
<thead>
<tr>
<th>Destination</th>
<th>NOW</th>
<th>Up to 25</th>
<th>Up to 36*</th>
<th>Up to 50*</th>
<th>Up to 51*</th>
<th>Up to 59*</th>
<th>Up to 69*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central (new CBD station)</td>
<td>20</td>
<td>22</td>
<td>26</td>
<td>29</td>
<td>35</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>Pitt Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barangaroo (North Sydney)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Victoria Cross</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chatswood</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Macquarie University</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SAVINGS

<table>
<thead>
<tr>
<th>Current Travel Times</th>
<th>Belmore to Sydney Metro</th>
<th>Up to 5</th>
<th>Up to 14</th>
<th>Up to 24</th>
<th>Up to 22</th>
<th>Up to 24</th>
<th>Up to 23</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINUTES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Includes time to interchange and/or walk
### Lakemba Station

#### Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station entry</td>
<td>The existing station entrance will be retained.</td>
</tr>
</tbody>
</table>
| Main features and transport facilities | New platform screen doors  
New kiss and ride facility on Railway Parade  
New taxi bay on The Boulevarde  
New bike parking on Railway Parade |
| Station features being retained | Platforms to be re-levelled  
Bus stops on The Boulevarde, Railway Parade, and Haldon Street  
Bike parking on The Boulevarde  
Accessible parking on Railway Parade and The Boulevarde  
Platform heritage building to be repurposed |
| Customers                    | Customers travelling to and from nearby residential, retail and recreational precincts. |
| Local amenities              | • Jubilee Reserve  
• Lakemba Library  
• Lakemba Senior Citizen’s Centre  
• The Lakemba Club  
• Parry Park  
• Peel Street Reserve  
• Wiley Park |

#### Travel times

<table>
<thead>
<tr>
<th>Destination</th>
<th>Now</th>
<th>SYDNEY METRO</th>
<th>SAVINGS</th>
<th><strong>Minutes</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Central (new CBD station)</td>
<td>28</td>
<td>22</td>
<td>6</td>
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<tr>
<td>Pitt Street</td>
<td>38*</td>
<td>24</td>
<td>14</td>
<td><strong>32</strong></td>
</tr>
<tr>
<td>Barangaroo</td>
<td>52*</td>
<td>28</td>
<td>24</td>
<td><strong>44</strong></td>
</tr>
<tr>
<td>Victoria Cross (North Sydney)</td>
<td>47*</td>
<td>31</td>
<td>16</td>
<td><strong>62</strong></td>
</tr>
<tr>
<td>Chatswood</td>
<td>61*</td>
<td>37</td>
<td>24</td>
<td><strong>83</strong></td>
</tr>
<tr>
<td>Macquarie University</td>
<td>63*</td>
<td>48</td>
<td>15</td>
<td><strong>78</strong></td>
</tr>
</tbody>
</table>

*Includes time to interchange and/or walk.
Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station entry</td>
<td>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.</td>
</tr>
</tbody>
</table>
| Main features and transport facilities | 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 Boulevarde and station entrance  
New kiss and ride facility and accessible parking on the northern side of The Boulevarde, east of King Georges Road |
| Station features being retained | Platforms to be re-levelled  
The heritage listed overhead booking office, concourse and platform buildings  
The existing bus stops on The Boulevarde and King Georges Road |
| Customers                     | Customers travelling to and from nearby residential, retail, education and recreational precincts.                                            |
| Local amenities               | • Lakemba Public School  
• Wiley Park  
• Wiley Park Girls High School  
• Wiley Park Public School |

Travel times Wiley Park to

<table>
<thead>
<tr>
<th></th>
<th>Central (new CBD station)</th>
<th>Pitt Street</th>
<th>Barangaroo (North Sydney)</th>
<th>Victoria Cross</th>
<th>Chatswood</th>
<th>Macquarie University</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOW</td>
<td>Up to 30</td>
<td>Up to 40*</td>
<td>Up to 54*</td>
<td>Up to 55*</td>
<td>Up to 63*</td>
<td>Up to 75*</td>
</tr>
<tr>
<td>SYDNEY METRO</td>
<td>24</td>
<td>26</td>
<td>30</td>
<td>33</td>
<td>39</td>
<td>50</td>
</tr>
<tr>
<td>SAVINGS</td>
<td>Up to 6</td>
<td>Up to 14</td>
<td>Up to 26</td>
<td>Up to 22</td>
<td>Up to 24</td>
<td>Up to 25</td>
</tr>
</tbody>
</table>

*Savings includes time to interchange and/or walk.*
Wiley Park Station

- Existing platform 2 locked in
- Emergency station access retained
- Existing platforms redeveloped
- Demolition of existing retail buildings
- Off-street car parking area provided by Road and Maritime Services as part of the demolition project

Key:
- Preferred project
- New concourse
- Heritage building retained
- Services building
- Proposed bike parking
- Kerbside facilities
- Metro tracks
- Metro station entry

Indicative only, subject to design development
## Punchbowl Station

### Final arrangements

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station entry</strong></td>
<td>The existing station entrance will be retained and upgraded.</td>
</tr>
</tbody>
</table>
| **Main features and transport facilities**  | 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**          | Platform to be re-levelled  
Heritage listed station buildings and overhead booking office  
Bus stops on Punchbowl Road and The Boulevarde  
Kiss and ride facility and a taxi bay on The Boulevarde  
Accessible parking next to the southern station entrance |
| **Customers**                                | Customers travelling to and from nearby residential, retail, education and recreational precincts.                                              |
| **Local amenities**                          | • Punchbowl Boys High School  
• Punchbowl Community Centre  
• Warren Reserve |

### Travel times

<table>
<thead>
<tr>
<th>Destination</th>
<th>Sydney Metro</th>
<th>SAVINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central (new CBD station)</td>
<td><strong>26</strong></td>
<td><strong>6</strong></td>
</tr>
<tr>
<td>Pitt Street</td>
<td><strong>28</strong></td>
<td><strong>14</strong></td>
</tr>
<tr>
<td>Barangaroo</td>
<td><strong>32</strong></td>
<td><strong>24</strong></td>
</tr>
<tr>
<td>Victoria Cross (North Sydney)</td>
<td><strong>35</strong></td>
<td><strong>22</strong></td>
</tr>
<tr>
<td>Chatswood</td>
<td><strong>41</strong></td>
<td><strong>24</strong></td>
</tr>
<tr>
<td>Macquarie University</td>
<td><strong>52</strong></td>
<td><strong>24</strong></td>
</tr>
</tbody>
</table>

*Includes time to interchange and/or walk*
## Typical station construction
### Marrickville to Punchbowl

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction hours</strong></td>
<td><strong>Standard hours</strong> – Monday to Friday 7am—6pm, Saturday 8am—1pm. Possessions – up to 24 hours a day.</td>
</tr>
<tr>
<td><strong>Vehicle movements during possessions</strong></td>
<td><strong>AM peak</strong> (7.30—8.30am) – 20 heavy vehicles and 20 light vehicles per hour. <strong>PM peak</strong> (4.15—5.15pm) – 20 heavy vehicles and 20 light vehicles per hour. <strong>Evening/night</strong> (6pm—7am) – 18 heavy vehicles and 18 light vehicles per hour.</td>
</tr>
<tr>
<td><strong>Workforce</strong></td>
<td><strong>Standard hours</strong> – average of 40 workers and a maximum of 60 workers. <strong>Possessions</strong> – average of 60 workers and a maximum of 130 workers.</td>
</tr>
<tr>
<td><strong>Demolition</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Heritage</strong></td>
<td>All heritage building to be retained, heritage platforms to be re-levelled.</td>
</tr>
<tr>
<td><strong>Material and water usage</strong></td>
<td><strong>Concrete</strong> 200–800 tonnes per station <strong>Water</strong> 200,000–700,000L per station <strong>Steel</strong> 100–150 tonnes per station <strong>Ballast</strong> 0</td>
</tr>
<tr>
<td><strong>Plant and equipment</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Traffic changes</strong></td>
<td>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/night.</td>
</tr>
<tr>
<td><strong>Public transport changes</strong></td>
<td>No bus stop relocations are required. During final three-to-six month possession – rail replacement buses will use existing bus stops around stations.</td>
</tr>
<tr>
<td><strong>Pedestrian and cyclist changes</strong></td>
<td>There will potentially be reduced footpath width near construction compounds and worksites. Some bike parking may be temporarily unavailable during periods of construction.</td>
</tr>
<tr>
<td><strong>Street parking changes</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>
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 Tsardoulias 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.

<table>
<thead>
<tr>
<th>Date and time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday 23 June 2018</td>
<td>Canterbury Bankstown Arts Centre</td>
</tr>
<tr>
<td>10am–2pm</td>
<td>5 Olympic Parade, Bankstown</td>
</tr>
<tr>
<td>Tuesday 26 June 2018</td>
<td>Canterbury–Hurlstone Park RSL Club</td>
</tr>
<tr>
<td>3–7pm</td>
<td>20–26 Canterbury Road, Hurlstone Park</td>
</tr>
<tr>
<td>Saturday 30 June 2018</td>
<td>Marrickville Town Hall</td>
</tr>
<tr>
<td>10am–2pm</td>
<td>303 Marrickville Road, Marrickville</td>
</tr>
<tr>
<td>Wednesday 4 July 2018</td>
<td>Canterbury League Club</td>
</tr>
<tr>
<td>3–7pm</td>
<td>26 Bridge Road, Belmore</td>
</tr>
</tbody>
</table>
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.

If you need an interpreter, call TIS National on 131 450 and ask them to call 1800 171 386.
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
- Rouse Hill
- Kellyville
- Bella Vista
- Norwest
- Hills Showground
- Castle Hill
- Cherrybrook
- Epping
- Macquarie Park
- North Ryde
- Chatswood
- Macquarie University

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

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

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.
- 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.