



Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD

Environmental Impact Statement Summary

March 2022



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Sydney Metro pays respects to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.



An artist's impression of Westmead metro station.
Cover: An artist's impression of The Bays Station.

Shaping Sydney for generations to come

Sydney Metro is Australia's biggest public transport project, delivering a new generation of world-class, fast, safe and reliable trains – connecting customers easily to where they want to go.

Sydney Metro West is the new metro railway connecting Greater Parramatta to the Sydney central business district (CBD). It will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come.

This once-in-a-century infrastructure investment will have a target travel time of about 20 minutes between Parramatta CBD and the Sydney CBD, linking new communities to rail services and supporting employment growth and housing supply. The project is expected to create 10,000 direct and 70,000 indirect jobs.

All nine Sydney Metro West station locations are now confirmed at Westmead, Parramatta CBD, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney CBD.

Planning Sydney Metro West

Formal project planning for Sydney Metro West started in 2019 and will continue through the early 2020s. In 2020, work started at The Bays on this city shaping project to allow tunnel boring machines to be in the ground before the end of 2022. In March 2021, the project received its first major planning approval for the Project Concept between Westmead and the Sydney CBD and station excavation and tunnelling between Westmead and The Bays.

A subsequent planning application for major civil construction between The Bays and Sydney CBD, including station excavation and tunnelling, was submitted to the Department of Planning and Environment (DPE) in 2021 and is currently under assessment.

This Environmental Impact Statement (EIS) Summary

This overview book provides a summary of 'Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD Environmental Impact Statement 2022'.

The Sydney Metro team, including our team of project experts, is here to provide you with information about Sydney Metro, and to help you find out more about this EIS. If you are having difficulty accessing any of the information available, please contact us and we will make arrangements to assist you.

- To view the full Environmental Impact Statement visit planningportal.nsw.gov.au/major-projects/project/42176
- To learn more about Sydney Metro and sign up for email alerts visit sydneymetro.info
- To view an interactive map of the project, find out what you can expect in your area and learn from expert members of the project team visit sydneymetro.info/metrowest
- To talk to one of our dedicated place managers, call us on **1800 612 173**
- Email your queries to sydneymetrowest@transport.nsw.gov.au and we'll get back to you.



Visit our virtual engagement room.



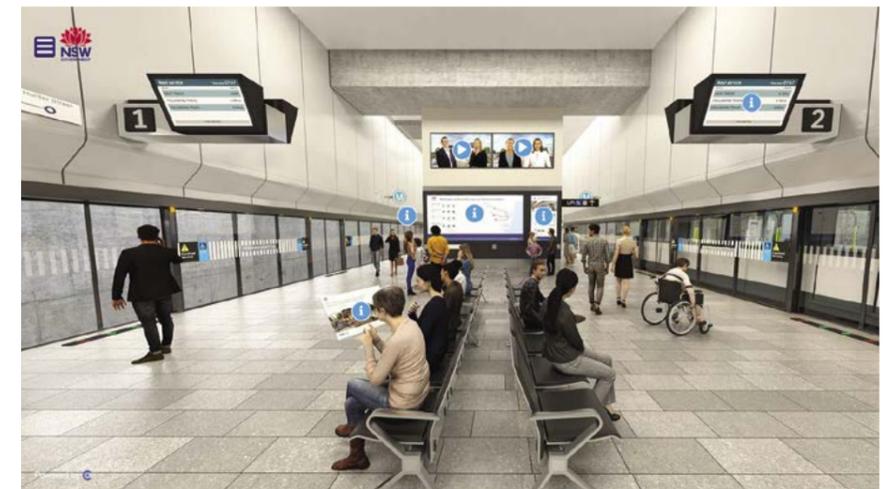
Access information in more than 100 languages

Notifications and updates for your area all in one place

Download Sydney Metro Connect on the App Store or get it on Google Play



Scan the QR code with your device camera or QR code reader





PARRAMATTA



Premier's message

Sydney Metro will revolutionise the way we travel around Sydney.

As our state moves through the economic recovery, the city-shaping Sydney Metro West project will create jobs and serve the needs of future generations.

The NSW Government is planning and prioritising public transport in Western Sydney and investing \$12 billion over the next four years in Metro West. The project is on track to be completed by 2030.

A once-in-a-generation infrastructure investment, Sydney Metro West is a catalyst for growth and will deliver stations that become future hubs, precincts and landmarks for our great city.

Operational since 2019, Sydney Metro is delivering a level of customer experience not seen before in Australia: a fully accessible turn-up-and-go metro that is forever changing how we travel throughout our city.

I encourage you to have your say on this next stage of the transformational Sydney Metro project.

Dominic Perrottet MP
Premier of New South Wales



Minister's message

As the Member for Baulkham Hills, I've seen first-hand how Sydney's new metro railway has transformed the communities it serves.

The Metro North West Line has greatly improved commuter experience since it opened in 2019.

Better connections to the rest of Sydney has resulted in more choice and opportunity in terms of where people choose to live, work and raise a family.

That transformation is coming to Western Sydney with the Sydney Metro West project.

New stations will become key centres, with vibrant and attractive places integrated with local areas. A new fleet of fast, safe and reliable metro trains will mean commuters can travel from Parramatta to the Sydney CBD in around 20 minutes.

Two major tunnelling contracts for this city-shaping project have already been awarded, and tunnel boring machines will be in the ground this year.

Now it's time to have your say about how your station can best integrate with your local area.

David Elliott MP
Minister for Transport



About Sydney Metro



Sydney Metro is Australia's biggest public transport project

A new generation of fast, safe and reliable metro trains.



Australia's first fully accessible railway: level access between the platform and train.



Heating and air-conditioning in all metro trains.



New driverless technology, including platform screen safety doors keeping people and objects like prams away from tracks.



At all times, a team of expert train controllers will monitor Sydney Metro, making sure everything runs smoothly.



Wheelchair spaces, separate priority seating and emergency intercoms inside trains.



Continuous mobile phone coverage throughout the metro network.



A Sydney Metro train.

Slashing travel times



Sydney Metro West will have a travel time target of around 20 minutes between Parramatta and the Sydney CBD.

Sydney Metro City & Southwest opening in 2024



New fast, easy and reliable metro rail services will extend from Sydney's North West under Sydney Harbour and through the CBD to Bankstown in 2024, when Sydney will have 31 metro stations and 66 kilometres of new metro rail.

Sydney Metro opened in Sydney's North West in May 2019



Metro services are already connecting people in the city's North West between Rouse Hill and Chatswood. Driverless trains run every four minutes in the peak in each direction, with plenty of room to grow in the future.

The Sydney Metro train

Key facts



In peak
Train every four minutes



Metro stations
State-of-the-art, fully accessible



No timetable
Customers will just turn up and go



Connected
Continuous mobile phone coverage through network



38 cameras on each train



Video help points on all platforms

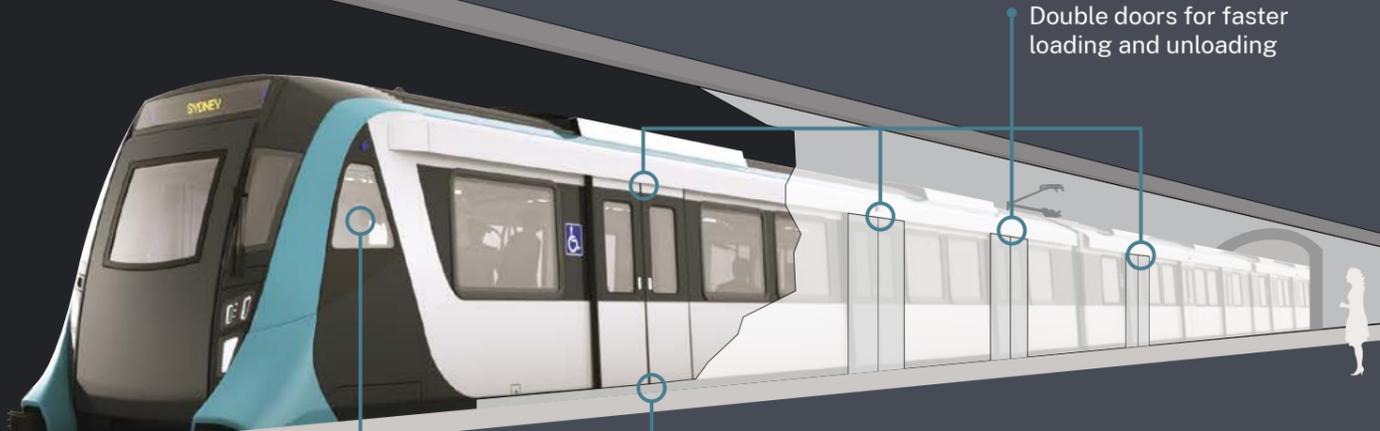


Tap your Opal card, credit or debit card, or linked device to pay for your travel

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



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



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

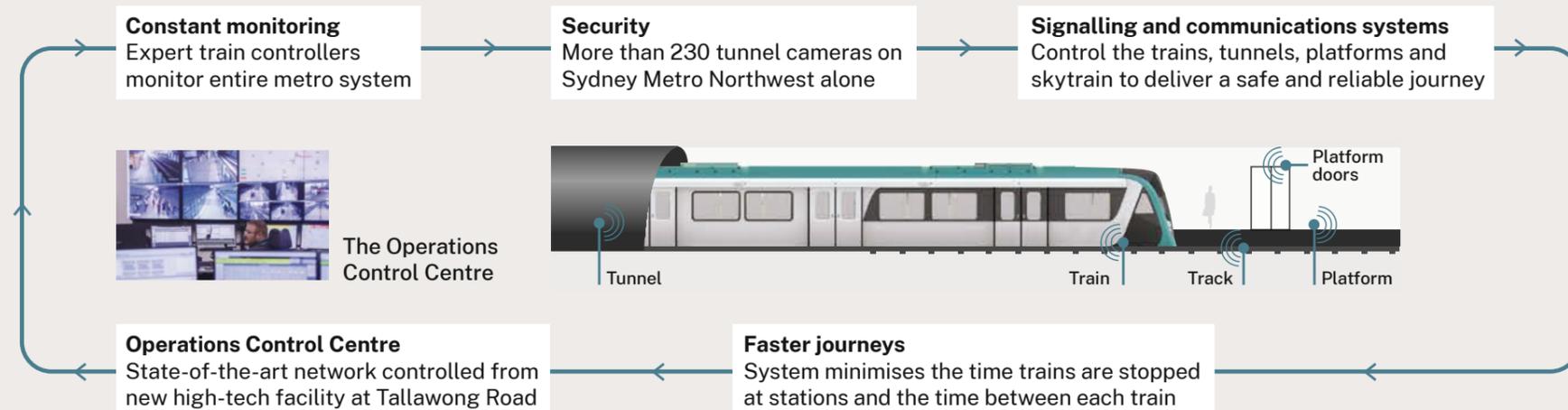


Real-time travel information and live electronic route maps

Capacity

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



A Sydney Metro train.



2

1

Emergency
Help Panel

Emergency
Push button
and lever

Emergency
door release

ESKO
ESTD 1911

GAP

The biggest urban rail project in Australian history

Metro North West Line

Opened 26 May 2019



13 stations



4000 commuter car parks



36 kilometres

City & Southwest

Opening 2024



18 stations



New CBD connections



30 kilometres, including under Sydney Harbour

West

Construction started 2020



Nine stations



Connecting Greater Parramatta and the Sydney CBD



3.2 million Western Sydney population, 2036

Sydney Metro – Western Sydney Airport

Construction started 2020



Six stations



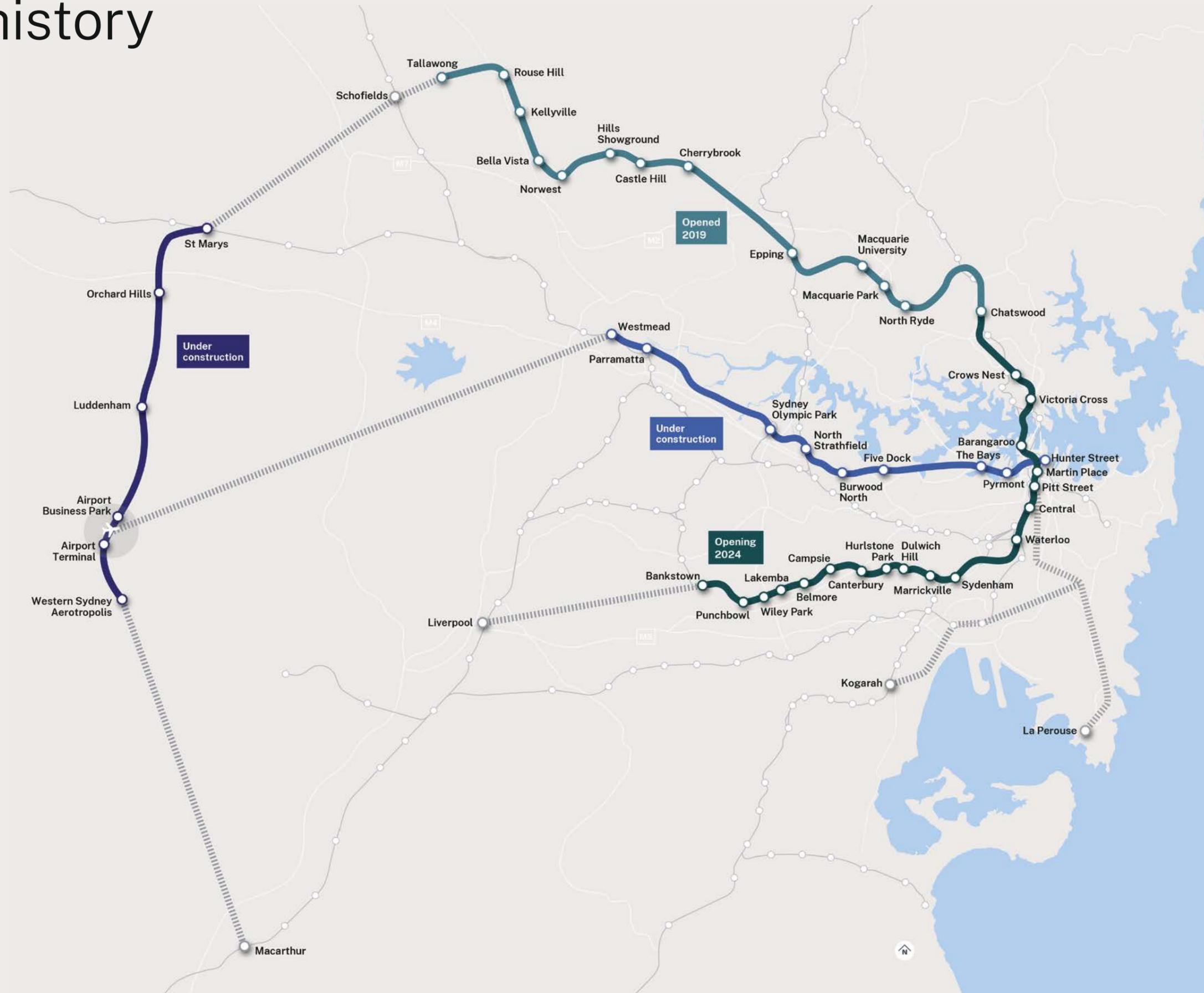
Connecting Western Sydney International Airport to the rest of Greater Western Sydney



Servicing Greater Western Sydney

Sydney Trains suburban network

Future metro (subject to further investigation)



The customer is at the centre

Get where you need to go, easily and quickly

Sydney Metro makes it easier and faster to get around, boosting economic productivity by bringing new jobs and new educational opportunities closer to home.

Sydney's new metro railway will evolve with the city it will serve for generations to come.

Technology keeps customers connected at all stages of their journey – from smartphone travel apps on the way to stations to real-time journey information at metro stations and on board trains.

This door-to-door approach helps customers achieve their daily tasks, whether it's getting to work, meetings, school or education, sport, a day out or running errands – and, of course, getting home.

Making it easy for customers at each stage of their journey is integral to the successful delivery of Sydney Metro.

Linking communities, schools, hospitals, key destinations and businesses with the new metro system is key in attracting and keeping customers, as well as in meeting broader transport and land use objectives.

Sydney Metro is working across government and with the community to also get customers to and from metro services easily.

The metro public transport product has been designed to deliver safe, clean, comfortable services which run on time and are convenient, efficient, accessible and easy for customers to use.

Metro stations provide safe and efficient interchanges between transport modes, giving priority to pedestrians.

Customer-centred design



At Sydney Metro, we are using 'co-design' approaches, aimed at identifying factors that impact the travel experience of customers, and improving them. This is helping us to design safe, welcoming and intuitive stations, by assessing, testing and validating solutions with customers and communities.

Our stations



All stations are designed to reflect the character of the local areas they serve and, where possible, include environmentally friendly features such as solar panels, natural light and ventilation. New metro services will be integrated with other transport modes, including interchanges with Sydney suburban rail as well as buses, light rail and ferries.

Customer safety is the number one priority for Australia's first fully-automated railway. Inside the station, platform screen doors, video help points and CCTV coverage ensure travel is safe and secure. At all times, a team of expert train controllers monitors the system, making sure everything runs smoothly.

Sydney Metro is Australia's first fully accessible railway



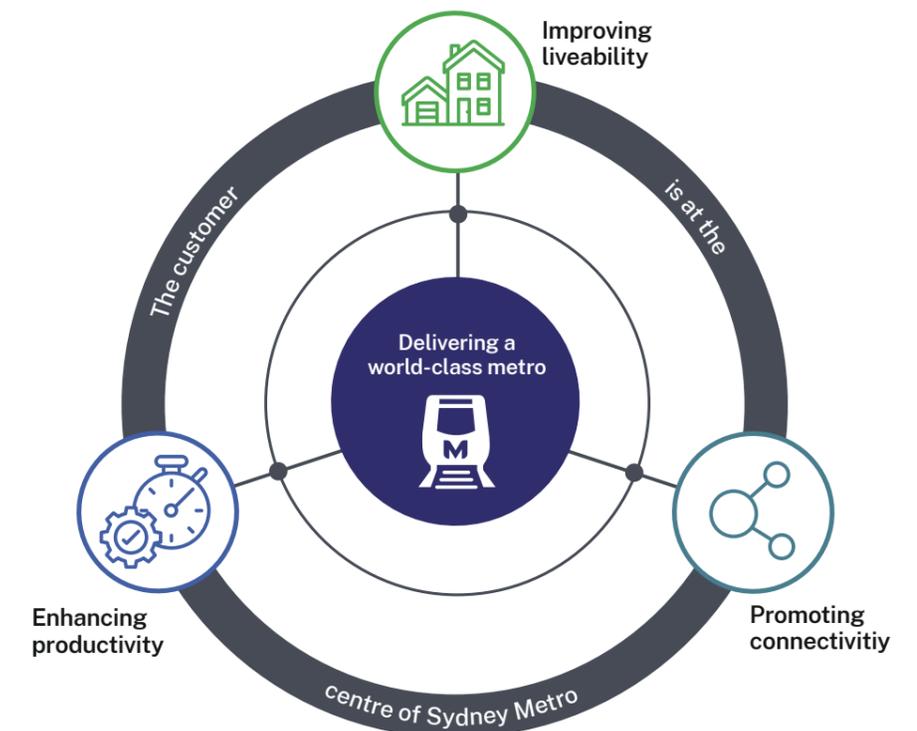
Every Sydney Metro station and interchange is fully accessible – from drop-off points, through to concourses, to platforms and onto trains. Wheelchair and pram users can access the metro train at any door, and once on board, they can move throughout the whole train.

Platform screen doors



Sydney Metro is the first railway network in Australia to use platform screen doors, which are common around the world.

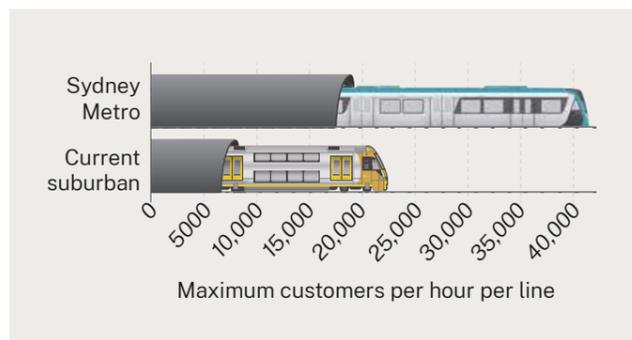
Platform screen doors on all metro platforms keep people and objects away from the edge, improving customer safety and allowing trains to get in and out of stations much faster.



Sydney Metro West



A new metro railway connecting Greater Parramatta to the Sydney CBD



Doubling rail capacity between Parramatta and the Sydney CBD, moving more than 40,000 people an hour in each direction.



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



More opportunities with faster, more frequent access to major employment and education centres like Parramatta, Sydney Olympic Park and The Bays.



A new metro station at Hunter Street in the Sydney CBD – connecting directly to Sydney’s established and growing employment precincts.



A new metro station at Pyrmont – delivering major benefits to the Pyrmont community and supporting plans to transform this harbourside suburb.



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



All Sydney Metro stations are fully accessible, with lifts and level access between trains and platforms.



A new metro station at Westmead – one of Australia’s largest health and education precincts.



Integrated with the rest of Sydney’s public transport system.



Delivering rail services for the first time at Burwood North, Five Dock, The Bays and Pyrmont.



A new metro station at Sydney Olympic Park – Sydney’s sporting and entertainment super-precinct.



Next generation fully air-conditioned metro trains.

Aerial view of White Bay.

Growing with the West

Supporting a 30-minute city

The Greater Sydney Commission's 'Towards our Greater Sydney 2056' outlines how the city is planning for future decades.

Consistent with the 30-minute cities concept, where people across the city can access their nearest city centre in 30 minutes by public transport, the NSW Government is investing in significant new infrastructure projects designed to deliver a renewed urban environment for Sydney that changes the patterns of where people live and work, how they enjoy their spare time and how they travel.

Sydney Metro West will support well-connected and vibrant places that re-imagine Western Sydney and reduce the traditional reliance on long-haul, peak-hour-only commutes to and from major employment centres.

Future Transport 2056

The NSW Government's 'Future Transport 2056' strategy, which sets the 40-year vision, directions and outcomes framework for customer mobility in NSW, supports the 30-minute cities concept and builds on the 2012 NSW Long Term Transport Master Plan, which has guided unprecedented investments in transport services and infrastructure across NSW.

Sydney Metro West is a critical step in the delivery of the 'Future Transport 2056' strategy, along with other initiatives like Parramatta Light Rail, and improvements to the suburban rail system through programs like 'More Trains, More Services'.

The Future Transport 2056 strategy is available at: future.transport.nsw.gov.au.

A focus on better connecting Western Sydney

Sydney Metro West will make it faster and easier to get to Parramatta from both the east and west.

From the east, this new stand-alone metro will become the easiest and fastest journey within the growing corridor and between the Parramatta and the Sydney CBDs, moving more than 40,000 people an hour in each direction and doubling the current rail capacity.

This frees up capacity on existing suburban rail to the west, increasing reliability of services to and from areas like Blacktown, Penrith and the Blue Mountains.

The need for Sydney Metro West

Sydney Metro will make it easier and faster to get around, boosting economic productivity by bringing new jobs and educational opportunities closer to home. Sydney is a global city that will experience significant population and employment growth in the coming decades. Investment in public transport will play an important role in supporting this growth, ensuring Sydney's future liveability and global competitiveness.

Greater Sydney's population will pass 6 million by 2036; an extra 1.7 million people will progressively move into Australia's biggest city, which will support 840,000 more jobs.

Sydney Metro West is expected to take tens of thousands of cars off Sydney roads every day, including about



83,000 fewer car trips every weekday by 2036, and about **110,000** by 2056



Pyrmont Bridge looking towards the Sydney CBD.

Aerial view of Parramatta.



Creating new jobs

Sydney Metro West is expected to create approximately

10,000 direct and
70,000 indirect jobs



Hunter Street Station

Busiest city-bound platform
on the Sydney train network



Demand for public transport between Greater Parramatta and the Sydney CBD by 2036

Public transport
demand will
increase by **36%**
in the AM peak

3.2 million people
will live in Western Sydney – that's about
50% of Sydney's population

420,000 people
will move into the corridor
between the two cities



Get to where you're going faster

New metro rail will become the fastest, easiest and most reliable journey between Greater Parramatta and the Sydney CBD.



* approximate times

Sustainability forms an integral part of Sydney Metro’s values and our vision to transform Sydney with a world-class metro. Since 2011, driving positive environmental and socio-economic outcomes has been a key part of the success of Sydney Metro.

Sustainability at Sydney Metro means planning, building and operating a metro network for current and future generations that optimises environmental, social and economic outcomes. This includes ensuring that sustainability informs design.

Six principles govern how Sydney Metro embeds and delivers on our commitment to sustainability.

Sydney Metro’s six sustainability principles

- 
Demonstrate leadership
 Deliver a world-class metro that is environmentally and socially conscious; share knowledge and demonstrate innovation in sustainability
- 
Tackle climate change
 Integrate a comprehensive climate-change response, and drive excellence in low-carbon solutions
- 
Manage resources efficiently
 Achieve whole-of-life value through efficient use and management of resources
- 
Drive supply chain best practice
 Collaborate with key stakeholders to drive a lasting legacy in workforce development, industry participation and sustainable procurement
- 
Value community and customers
 Respond to community and customer needs; promote heritage, liveable places and wellbeing for current and future generations
- 
Respect the environment
 Minimise impacts and take opportunities to provide environmental improvements.

Our sustainability commitments during construction and operation include:



Maximising the **re-use of water**, either on site or off site, during construction and operations



Re-using **100%** of useable spoil during construction



Achieving a minimum **95%** recycling target for construction and demolition waste



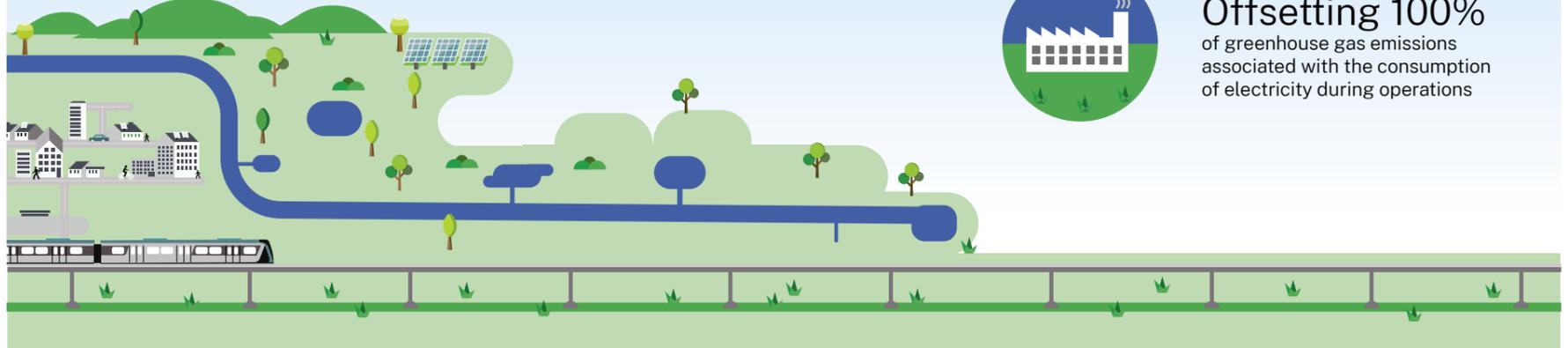
Prioritising products made from **recycled content**



Contributing to **greener places** and including provisions for green infrastructure



Offsetting 100% of greenhouse gas emissions associated with the consumption of electricity during operations



The construction and operation of Sydney Metro West is consistent with the Sydney Metro Environment and Sustainability Statement of Commitment. Find out more at: sydneymetro.info/sites/default/files/2022-02/Environment-Sustainability-Statement-of-Commitment.pdf



Parramatta river in Inner west of Sydney under Gladesville bridge.

Connecting with Country

The Sydney Metro West corridor traverses Burramattagal, Wangal and Gadigal Country.

Westmead and Parramatta are situated on Burramattagal Country, which extends from Rosehill to Prospect.

Sydney Olympic Park to The Bays is situated on Wangal Country, which stretches across the southern shore of the Parramatta River between Burramattagal Country and Gadigal Country.

The Sydney CBD is situated on Gadigal Country, which runs from the south side of Port Jackson, extending from South Head to Darling Harbour.

Sydney Metro is piloting the Government Architect's 'Connect with Country draft framework' and developing a line-wide approach to connect with Country and an ongoing approach to Aboriginal engagement throughout the project. A draft Heritage Interpretation Strategy has been prepared for this proposal, which includes how Aboriginal heritage values will be interpreted and reflected within the design. View the draft Heritage Interpretation Strategy in Appendix K of the EIS to learn more.

Sydney Metro's approach to connecting with Country, and heritage and archaeology design guidelines are provided in the Sydney Metro West Design Guidelines in Appendix E of the EIS.

Stations and precincts



Station design

All stations are designed to reflect the character of the local areas they serve and to include environmentally friendly features – such as solar panels, natural light, and ventilation. New metro services will be integrated with other transport modes, including interchanges with Sydney suburban rail as well as with buses, light rail and ferries.

Customer safety is the number one priority for Australia’s first fully-automated railway. Inside the station, platform screen doors, video help points, and CCTV coverage ensure travel is safe and secure. At all times, a team of expert train controllers monitors the system, making sure everything runs smoothly.

Five design objectives guide design-making and design processes to drive the transformational vision and world-class aspirations of Sydney Metro West.

Planning for great places and world-class precincts

Sydney Metro stations can act as a catalyst for supporting urban renewal opportunities to deliver vibrant, active, and connected spaces around the station precincts. Buildings, facilities, and green and open space around stations may be planned by working on master plans with local councils or with other NSW Government departments.

These planning processes set out the social, economic and environmental characteristics of the precincts in line with the future vision for each area. All Sydney Metro West stations are being designed to integrate with their surrounding areas and reflect the unique context and future aspirations for each place.



Castle Hill Station, Metro North West Line.

Sydney Metro’s design objectives



Hear from our project experts.

A city shaping project

Sydney Metro West will deliver more than just railway stations. Through excellence in design and delivery, new places will:

- respond to the community's needs
- be architecturally unique and easy to get around
- be intuitive and safe, and promote people's health and wellbeing.

Through urban design principles and placemaking, Sydney Metro West precincts will become the centre of communities and provide for a variety of uses.

Sydney Metro will work closely with communities on how best to integrate stations that are thriving, welcoming hubs for everyone to enjoy with new places for people to live, work, shop and play – and public spaces designed to encourage walking, cycling and social interaction. The stations will become vibrant places and landmarks in their own right, building on the local character of each area.

Creating places

Over and/or adjacent station development

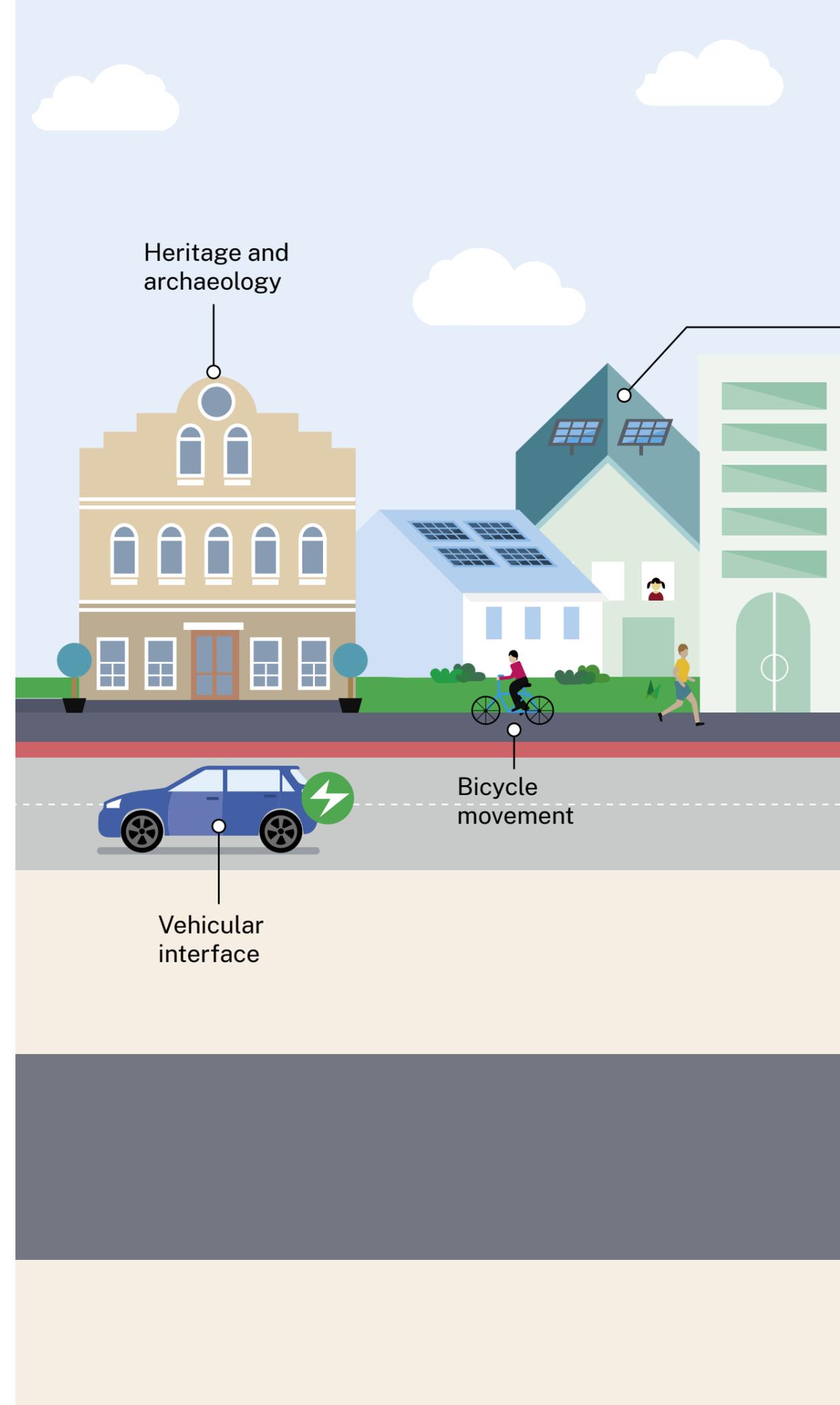
All Sydney Metro West stations are being designed to integrate with their surrounding areas to make vibrant and attractive places that reflect the unique context and future aspirations for each place.

Several stations are planned to include integrated station and precinct developments, comprising of new buildings within the station precinct. These could be made up of buildings above and/or around the station that could deliver a range of uses – such as community facilities, new homes and green spaces, shops, restaurants and commercial office spaces.

Where required, Sydney Metro will deliver some development at the same time as building the station. Other development will be delivered separately and will be subject to future planning approvals.

Sydney Metro will continue to work closely with the local community and stakeholders to ensure that station precincts are welcoming hubs that build on the local character.

Over and/or adjacent station development will be subject to separate planning approval processes, which will include community and stakeholder engagement.



Connecting Sydney and creating great places

1

Tunnelling and station excavation

Designing and seeking approval to build tunnels and excavate stations is the first critical step in planning for Sydney Metro West.

Tunnelling and station excavation is subject to State significant infrastructure application to the Department of Planning and Environment.

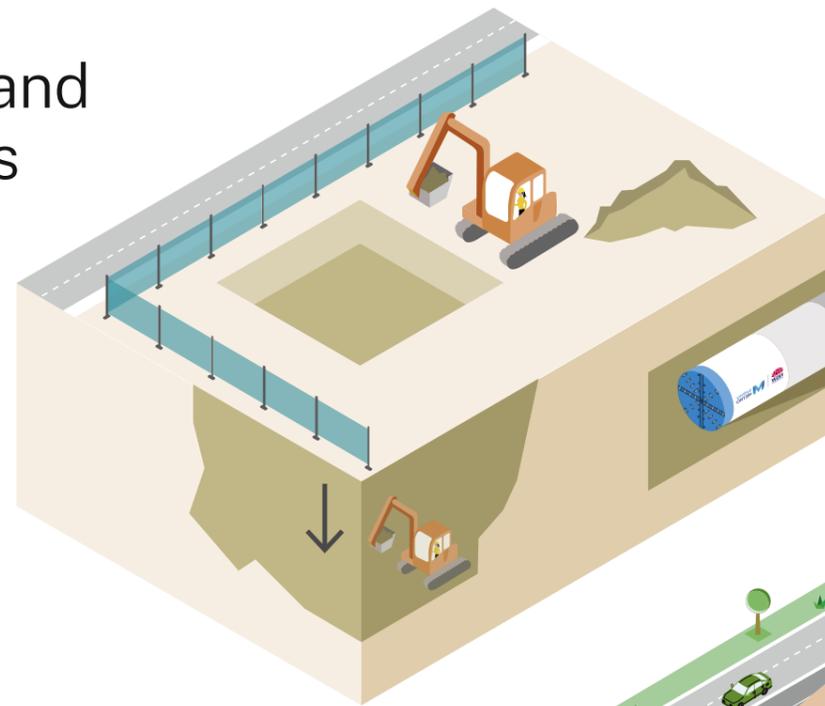
State significant infrastructure applications



Westmead to The Bays
(approved March 2021)



The Bays to Sydney CBD
(under assessment)



2

Rail infrastructure, stations, precincts and operations

Designing the stations and surrounds is the first step in building active and vibrant areas with active transport links, landscaping and vegetation, station retail services and open spaces.

This stage is subject to State significant infrastructure application to the Department of Planning and Environment.

Where required, Sydney Metro would deliver some development at the same time as the station including at The Bays, Burwood North and Five Dock.

State significant infrastructure application



Westmead to Sydney CBD



3

Over and/or adjacent station developments

Over and/or adjacent station development builds the next layer of the metro precinct to create vibrant places where people can live, work and play and create opportunities to provide for community needs.

Over and/or adjacent station developments are subject to area specific State significant development applications to the Department of Planning and Environment or development applications through local council in keeping with the future vision of each area.

Separate State significant or local council development applications



Westmead



Parramatta



Sydney Olympic Park



Burwood North



Pymont

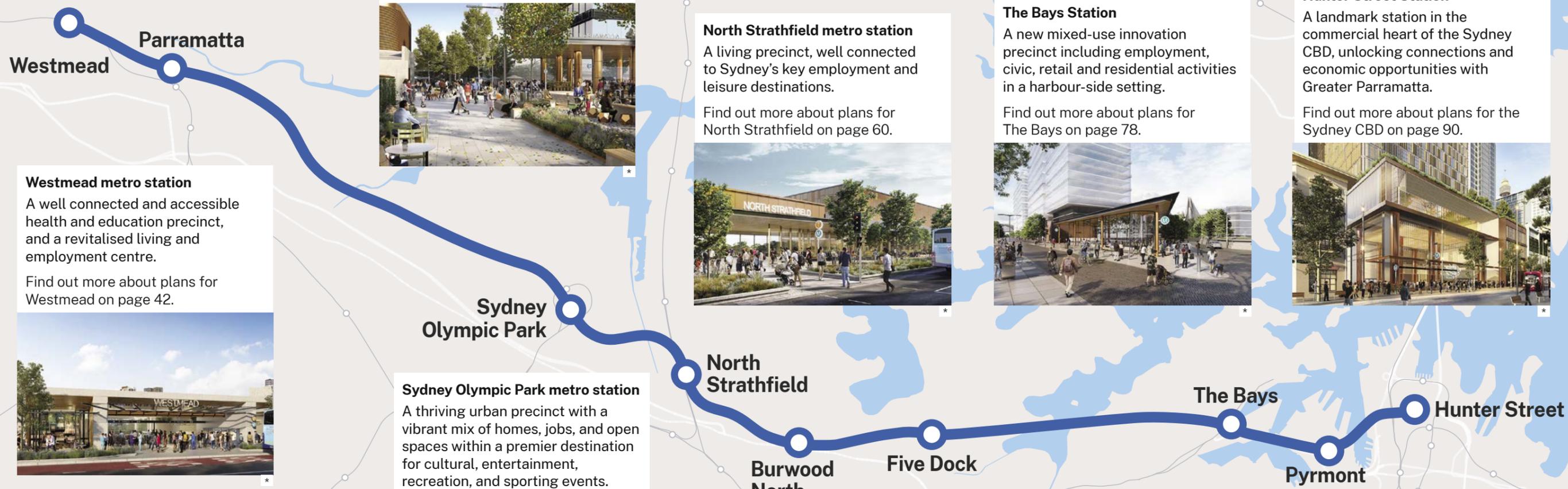


Hunter Street



Development over or adjacent to station precincts could include new homes, commercial office space, retail and community services in keeping with the vision for each area.

Creating world-class places and precincts



Westmead metro station
A well connected and accessible health and education precinct, and a revitalised living and employment centre.
Find out more about plans for Westmead on page 42.



Parramatta metro station
An employment, residential and cultural precinct in the heart of Parramatta's CBD.
Find out more about plans for Parramatta on page 48.



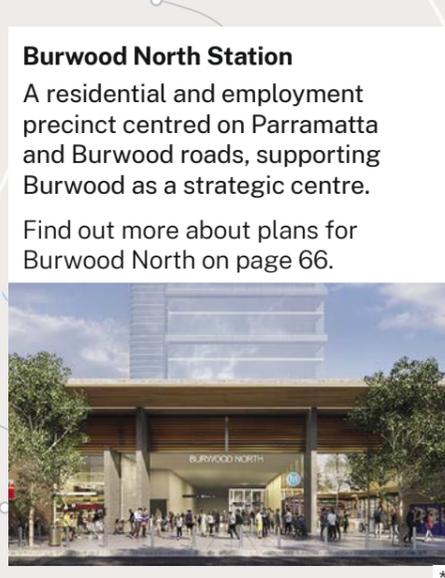
Sydney Olympic Park metro station
A thriving urban precinct with a vibrant mix of homes, jobs, and open spaces within a premier destination for cultural, entertainment, recreation, and sporting events.
Find out more about plans for Sydney Olympic Park on page 54.



North Strathfield metro station
A living precinct, well connected to Sydney's key employment and leisure destinations.
Find out more about plans for North Strathfield on page 60.



Burwood North Station
A residential and employment precinct centred on Parramatta and Burwood roads, supporting Burwood as a strategic centre.
Find out more about plans for Burwood North on page 66.



The Bays Station
A new mixed-use innovation precinct including employment, civic, retail and residential activities in a harbour-side setting.
Find out more about plans for The Bays on page 78.



Five Dock Station
A community-centred precinct that contributes to the character and identity of Five Dock as a diverse and vibrant local centre, well connected by new transport.
Find out more about plans for Five Dock on page 72.



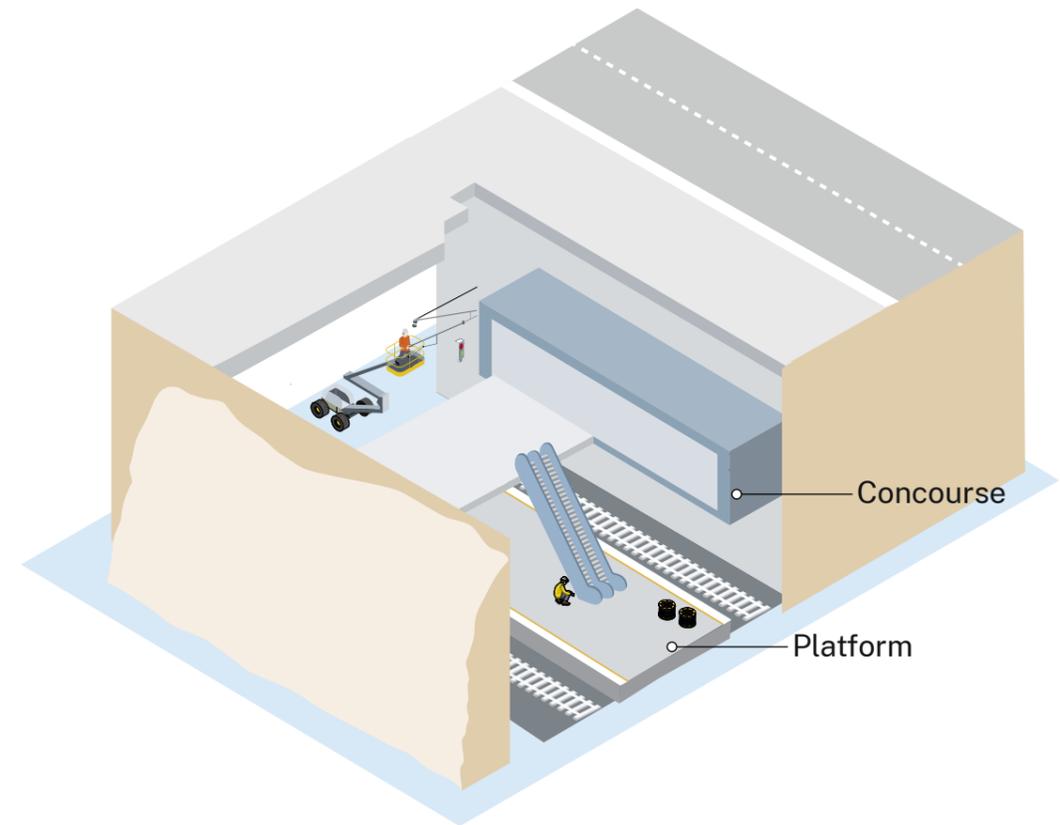
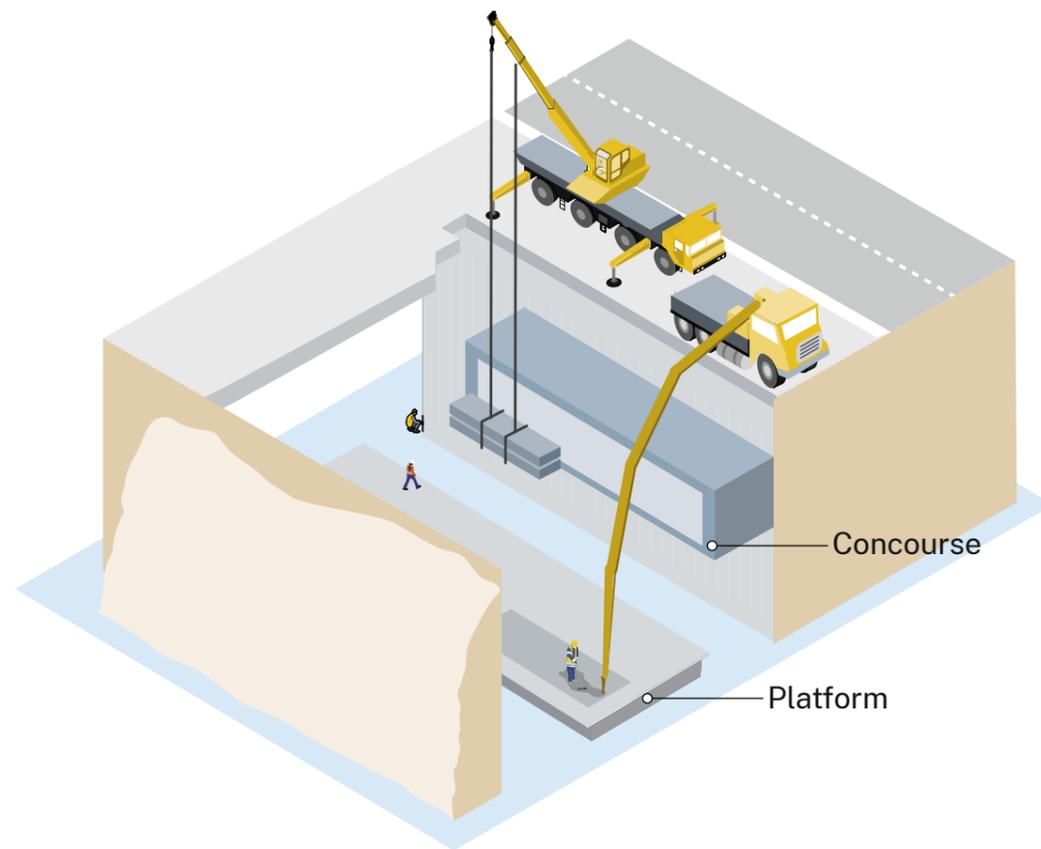
Hunter Street Station
A landmark station in the commercial heart of the Sydney CBD, unlocking connections and economic opportunities with Greater Parramatta.
Find out more about plans for the Sydney CBD on page 90.



Pyrmont Station
A revitalised harbour-side precinct, enabled by the new metro station.
Find out more about plans for Pyrmont on page 84.



*Artist's impression.



1

Structure

Underground station work involves:

- platforms
- vertical supports
- intermediate floors
- roof slabs.

2

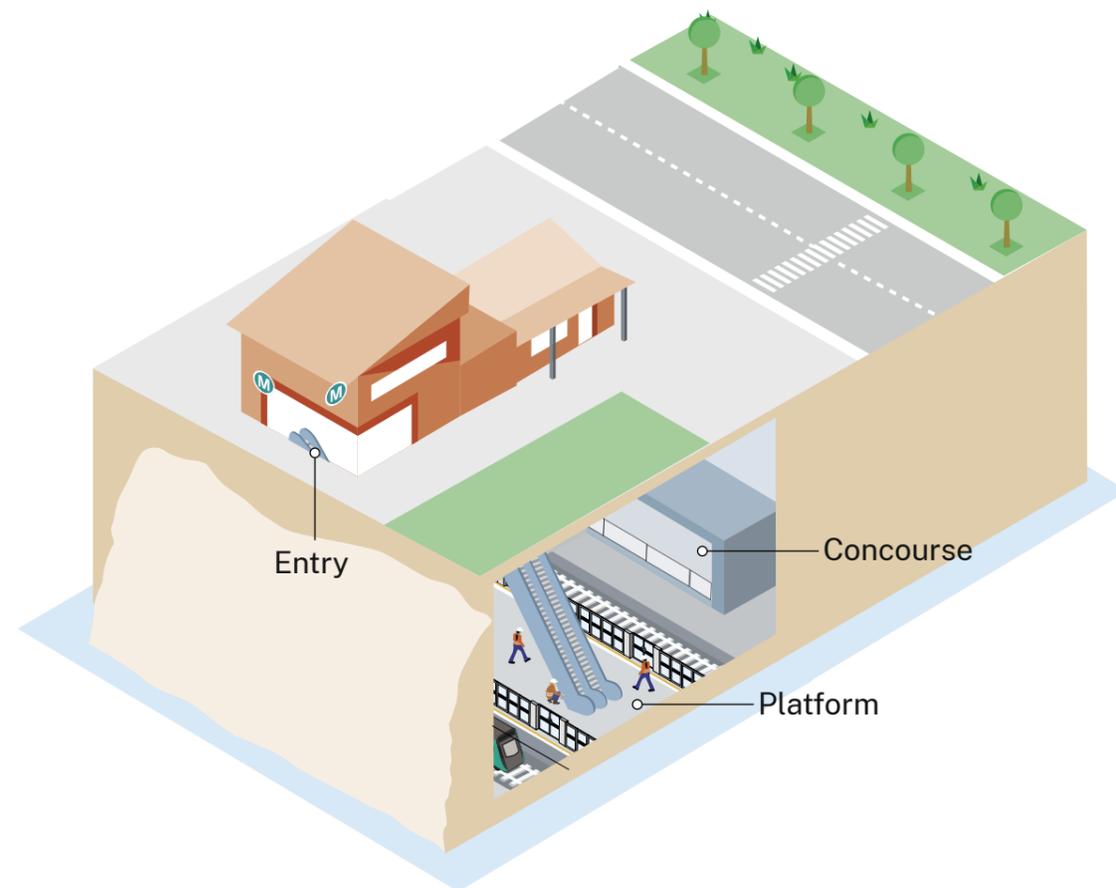
Fit-out

Mechanical and electrical work on:

- rail systems
- station systems such as ventilation fans.

Initial fit-out takes place at the same time as structural works using openings left in the floors and roof.

Final fit-out follows structural work and is at the same time as architectural fit-out.



3

Finishing touches

Architectural fit-out applies finishing touches including glazing, wall and ceiling cladding, painting and floor finishes.

4

Station precincts and interchanges

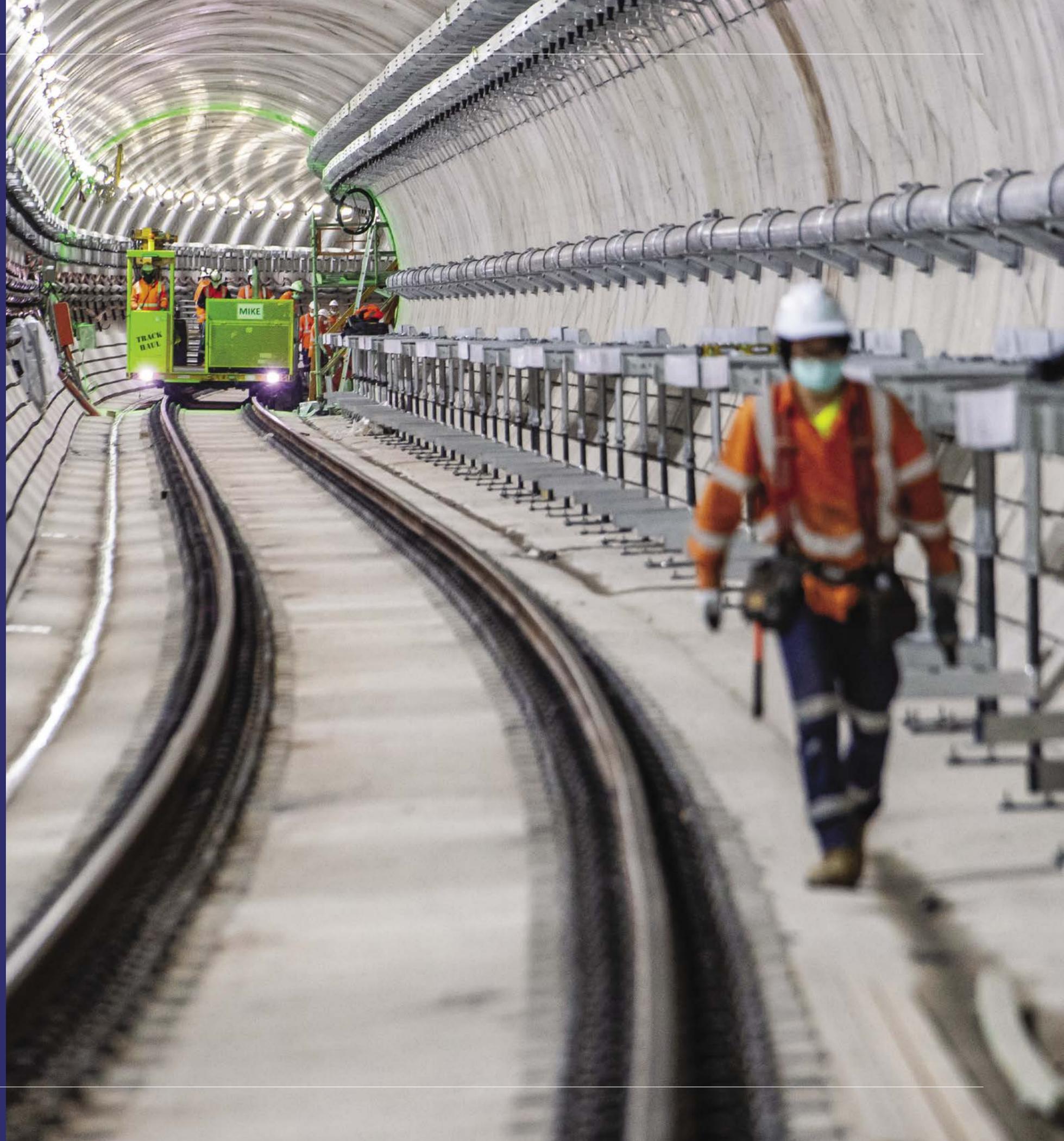
Develop the surrounding station precinct with:

- transport interchange facilities like bus shelters and bicycle parking
- public domain upgrades and connections like footpaths, lighting and landscaping
- intersections and traffic modifications
- wayfinding and accessibility.

The sequence of work activities will be subject to further construction planning.

* Subject to future planning approvals, buildings above and/or around station precincts could include new homes, commercial office space and retail and community services in keeping with the vision for each area.

Rail infrastructure and operations



This EIS considers the infrastructure required to operate and maintain the new Sydney Metro line between Westmead and the Sydney CBD.

Stabling and maintenance

A stabling and maintenance facility within the industrial area at Clyde and Rosehill will connect to the mainline tunnels via a dedicated track. This facility will house most of the functions required to operate the train line including a dedicated operations control centre and all the infrastructure required to maintain the train fleet.

This facility will operate 24 hours per day, seven days per week.

Service facility

A services facility will be located at Rosehill (within the Clyde stabling and maintenance facility), to provide fresh air ventilation to the tunnels and emergency egress. Services facilities will include an above-ground building for mechanical, electrical and ventilation equipment, with a vertical shaft to connect to the tunnels below. The services facility will also include electrical rooms, fire systems, emergency lighting and signage, and ancillary rooms supporting the ventilation system and amenities for personnel.

Communications

An integrated information and digital communication system will keep communication channels open between the operations team, customers, and metro staff via audio and visual links at each station and on all trains. Communications equipment will be within the designated services area at each station and also within the tunnels and at the Clyde stabling and maintenance facility.

Substations and traction power supply

The power supply for Sydney Metro West is intended to operate as an independent stand-alone system. Sydney Metro West traction substations will be located at Rosehill, within the Clyde stabling and maintenance facility and also at The Bays. These substations will be controlled and monitored from the operations control centre at the Clyde stabling and maintenance facility.

Substation sites generally include mechanical and electrical equipment, such as a 132 kilovolt high-voltage power network, gas insulated switchgear, transformers, gas exhaust systems and mechanical cooling systems.

Power supply requirements will be further investigated during detailed design. Power supply may need to be supplemented from existing substations via underground utility connections.

Signalling and train control

Just like the Metro North West Line, Sydney Metro West will use advanced world-class signalling technology to support safe operations and control the way trains accelerate and brake at stations.

The signalling and train control system, operating from the Clyde stabling and maintenance facility, will automate the metro trains, including train spacing and speed monitoring. They will keep each train within a safe braking distance of the train ahead and will control speed between stations and the opening and closing of train doors.

The advanced signalling system controls stopping at stations, to align the train with the platforms and platform screen doors, and initiates which side of the carriage doors open and close. This proven system will provide consistent and safe performance across the metro network.

Fresh air ventilation system

Fresh air ventilation systems will be provided to allow fresh air to circulate within tunnels and stations. A services facility directly above the tunnel alignment will provide additional fresh-air ventilation and emergency access to the tunnels.

Drainage and stormwater

A stormwater drainage system will be constructed inside the tunnels, both below the tracks and at the surface. Structures such as the stations, tunnels, dive structure and portals will generally be internally sealed to prevent groundwater from entering.

Water pumped from the tunnels, stations, and other underground facilities will be treated at a water treatment plant located at the Clyde stabling and maintenance facility.

Safety inside the tunnels

Cross passages inside the tunnels will allow customers to move from one tunnel to another in the event of an incident.

Testing and commissioning

Testing and commissioning will be carried out to check that all systems and infrastructure have been installed and are operating according to Sydney Metro's operational requirements. Testing and commissioning of the stations and the stabling and maintenance facility will initially be undertaken separately to the testing and commissioning of the rail systems.

Once all services are individually installed and tested, the testing and commissioning of the whole system will occur in three stages:

1. Collection of safety and quality assurance documentation and commissioning of readiness checks
2. Tests and checks of the installation and operation
3. Final inspection, site acceptance tests, commissioning and validation of individual systems.

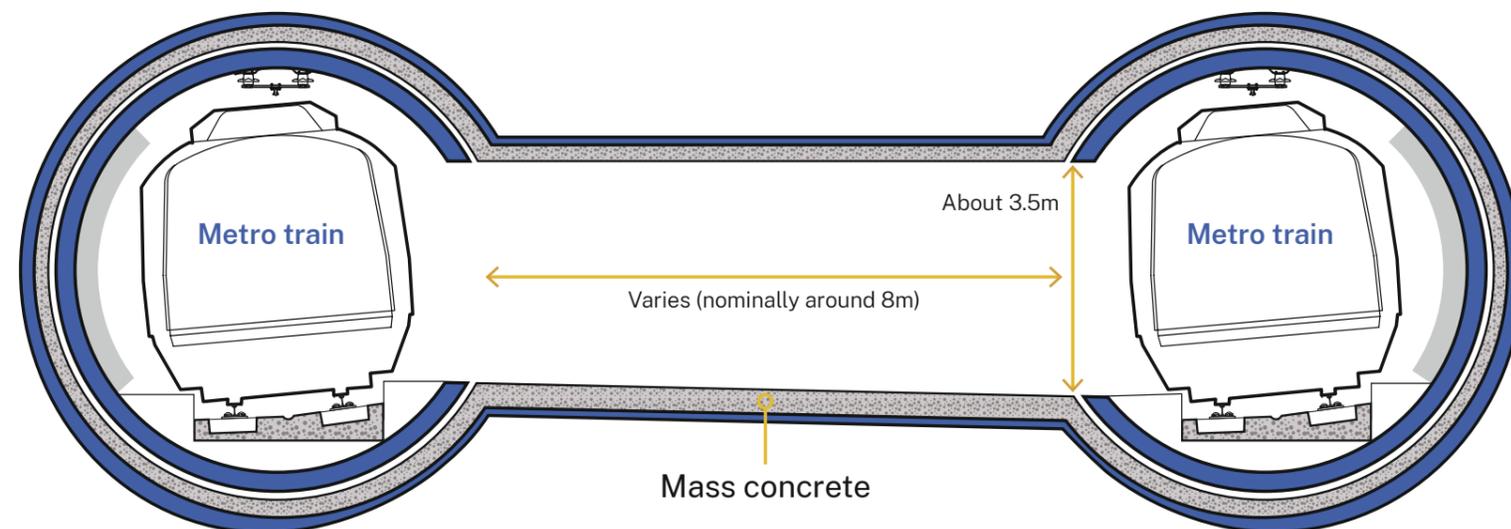
During the final stages of commissioning, test trains will run on the line to test the signalling system and the traction power supply, and the overall functionality of the railway.



Norwest Station, Metro North West Line.

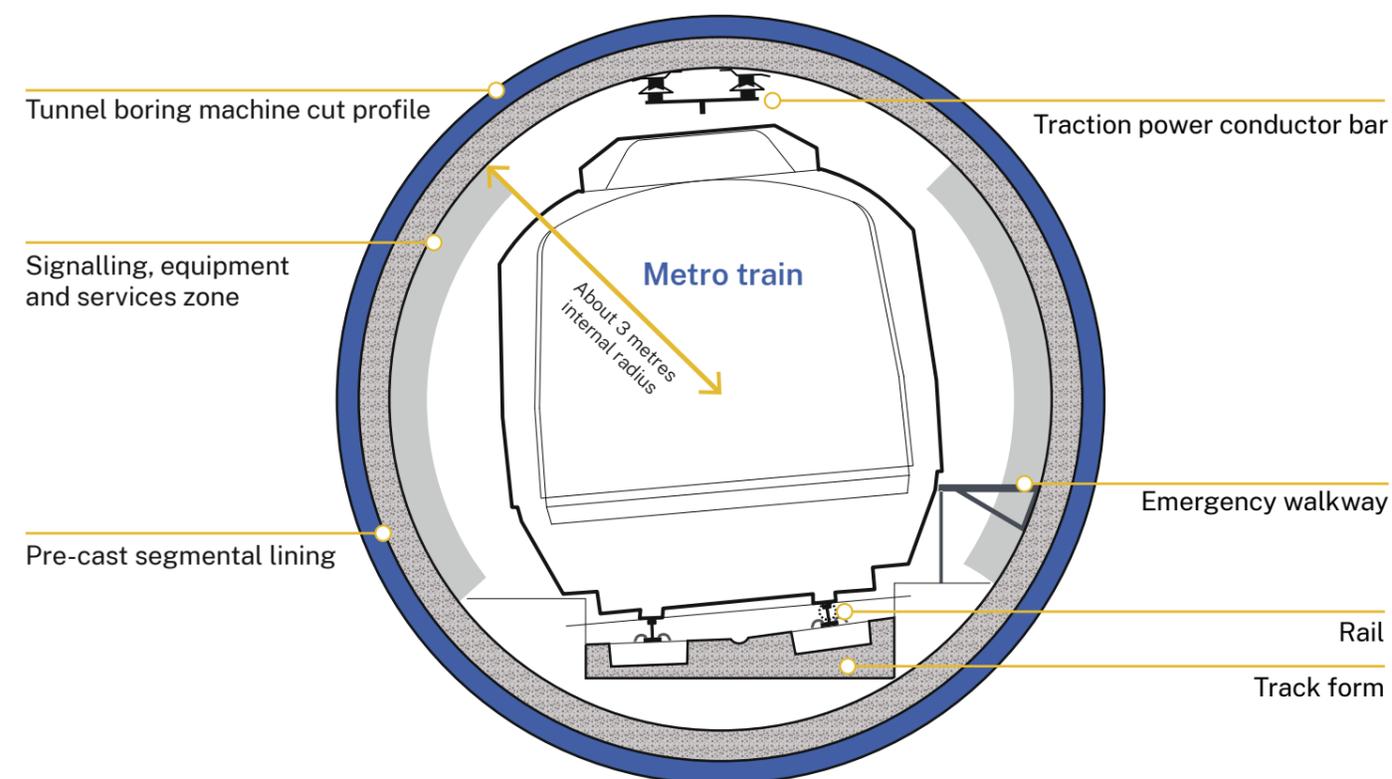
Sydney Metro tunnels just north of Blues Point.

Indicative cross-section of a tunnel cross passage



Indicative only - subject to design development

Indicative cross-section of a metro tunnel



360 view of the train.



Metro North West Line operations control centre.



Environmental Impact Statement summary



‘Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD – Environmental Impact Statement’ will be assessed under the *Environmental Planning and Assessment Act 1979* (EP&A Act) before any major construction can start on this phase of the project.

This EIS identifies strategies to avoid, mitigate and manage potential impacts to the environment and the community.

This EIS is on exhibition for public comment until 4 May 2022.

During the exhibition period, anyone may make a submission directly to the Department of Planning and Environment (DPE), in any language.

These submissions will be considered in the Department’s assessment of the project. For more information on how to make your submission, see page 106.

DPE will provide Sydney Metro with a copy of all submissions received during the exhibition period.

Sydney Metro will review all the submissions received and prepare a Submissions Report to respond to issues raised. If changes to the project are required as a result of the issues raised, an Amendment Report may also be prepared. Approval from the Minister for Planning is required before Sydney Metro can progress with the proposal.

Minimising environmental issues through design development and community and other stakeholder engagement.

Early community and other stakeholder input has been key to identifying potential impacts. By examining potential environmental issues as part of early design development, we have avoided or minimised impacts where possible.

For example, early design development identified that by using an alternative fresh air ventilation system the project will not require stand-alone services facilities between Five Dock and The Bays and Silverwater. This minimises the footprint of the project and reduces construction and/or operational related impacts at these locations.

Design development and refinement is an ongoing process, which involves continued community and other stakeholder engagement. The project team will continue to work with local communities, businesses and other stakeholders to help determine appropriate mitigation measures that could be adopted to further minimise environmental impacts.

Prior to construction, further investigation work will be carried out across the alignment and this may result in some design adjustments and improvements.



Hear from leaders at Sydney Metro.

Traffic and transport

Metro stations are designed to provide safe and efficient interchange between transport modes, including providing safe access for pedestrians, cyclists, buses and vehicles. Once operational, Sydney Metro is expected to take tens of thousands of cars off Sydney roads every day – including about 83,000 fewer car trips every weekday by 2036 and about 110,000 by 2056. Sydney Metro will continue to work with councils, road traffic authorities and stakeholders on traffic and transport arrangements surrounding the operational railway.

Potential traffic and transport impacts during construction are expected to be similar to those assessed in the Environmental Impact Statements for ‘Major civil construction work between Westmead and The Bays’ and ‘Major civil construction between The Bays and Sydney CBD’.

Keeping local areas moving

Sydney Metro will keep the road network moving safely during construction by adopting site-specific traffic management plans to minimise temporary impacts.

This may include adjusting haulage routes and timing truck movements to minimise congestion during peak times. We will coordinate and agree to traffic management plans in consultation with the relevant road authorities.

Specific traffic management plans will be applied during large or special events. This may include temporary adjustments to haulage routes and working hours, or temporarily stopping work in some cases.

Measuring traffic and transport flow

An EIS assessment was carried out for all sites to measure existing traffic levels and look at the existing road network – including bus, pedestrian and cycle routes. The assessment then considered the addition of the proposed construction traffic and the effects that traffic changes – like temporary parking, lane closures, and detours – would have on the traffic network.

The road network and public transport

The EIS assessment concluded that construction work will not result in any significant impacts to local or arterial road networks. However, in some areas, additional traffic and road changes could potentially result in increased congestion and longer wait times at intersections. This effect will be temporary and mostly in areas that have existing high traffic volumes. The project is not anticipated to have any significant impacts on existing public transport – including Sydney Light Rail, Sydney Trains and buses.

Pedestrians and cyclist

Changes to pedestrian and cycling routes during construction will generally be restricted to temporary closures near construction sites. Alternative arrangements will be made during construction, such as diversions onto footpaths to maintain safe access.

The metro stations will include footpath and cycling facilities to encourage walking and cycling by customers.

Traffic and pedestrian safety

Safety is our number one priority at Sydney Metro and appropriate controls will be established around our construction sites to ensure the safety of local communities. Where vehicles will be required to cross footpaths to access construction sites, manual supervision, physical barriers or temporary traffic lights will be used as required.

Haulage routes

Designated haulage routes will be used by trucks to safely transport materials to and from construction sites. The proposed routes have been designed in consultation with relevant road authorities using the following principles:

- minimising the use of local and residential streets and maximising the use of arterial roads where possible
- minimising potential interfaces with pedestrians, cyclists and other road users, as much as possible.

More information about traffic and transport

Specific details for each site are outlined in the ‘Stations and sites’ section of this document, in the tables on pages 40–98. You can also find further information about traffic and transport at sydnymetro.info/metrowest or in Chapters 7–15 or Technical paper 1 and 2 of the ‘Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD – Environmental Impact Statement’.



ASSURANCE

66

NO LEFT TURN

CLEARWAY SPECIAL EVENTS

ROCKPOOL

Noise and vibration

Across the project alignment, predicted operational noise levels are expected to be generally compliant with the applicable noise criteria set out in the relevant guidelines. Where required, mitigation measures will be included as part of the project design to ensure full compliance.

Potential overall noise impacts during construction are expected to be similar to those assessed in the Environmental Impact Statements for ‘Major civil construction work between Westmead and The Bays’ and ‘Major civil construction between The Bays and Sydney CBD’. We know that temporary noise impacts affect people differently and, depending on the location of new activities, some people may notice more noise and some people may notice less.

During construction, potential vibration impacts are expected to be fewer and shorter in duration than those assessed in the Environmental Impact Statements for ‘Major civil construction work between Westmead and The Bays’ and ‘Major civil construction between The Bays and Sydney CBD’.

Understanding noise and vibration

Understanding potential noise and vibration levels from our construction sites means we can implement measures aimed at reducing impacts on the community during construction.

Common mitigation measures for noise and vibration can include:

- providing scheduled respite periods during which high noise or vibration activities are avoided
- using physical barriers to dampen noise
- adopting alternative construction methodology where possible.

Assessing noise and vibration

The EIS assesses potential temporary noise and vibration impacts for construction activities associated with the proposed work at each site between Westmead and Sydney CBD. This assessment uses a model to predict how construction noise and vibration levels will compare with existing background noise or guideline levels. Reflecting the likely construction activities, predictions for noise levels are made across the day, evening and night to assess potential impacts and mitigation measures.

Site establishment

Site establishment work like hoardings, demolition, transport network modifications, and investigations would be largely carried out as part of the approved work under previous planning applications. Site establishment works are therefore expected to be minimal at each site.

More information about noise and vibration

Site-specific information on noise and vibration can be found in the ‘Stations and sites’ section of this document, on pages 40–98. You can also find further information about noise and vibration at [sydneymetro.info/metrowest](https://www.sydneymetro.info/metrowest) or in Chapters 7–15 and Technical Papers 3 and 4 of ‘Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD – Environmental Impact Statement.’

↓ Platforms ↓

i
Information
Emergency
HELP

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Information



For assistance call 0300 300 300



Use the
Lift
If you have a
wheelchair or
other mobility aid
please use the
lift





M

Platform

M

Heritage

Where possible, heritage items will be retained, protected and incorporated as part of the final station and precinct design. This includes the former 'Skinners Family Hotel' building at the Hunter Street Station and The 'Horse Parapet Façade' and Kia Ora at Parramatta.

The EIS for rail infrastructure, stations, precincts and operations does not identify any additional potential Aboriginal heritage impacts beyond those assessed in the Environmental Impact Statements 'Major civil construction work between Westmead and The Bays' and 'Major civil construction between The Bays and Sydney CBD'.

Additional non-Aboriginal heritage impacts, relating to a portion of a convict drain, were identified in Parramatta.

More information about heritage

Site-specific information on heritage can be found in the 'Stations and sites' section of this document, on pages 40–98. You can also find further information about heritage at [sydneymetro.info/metrowest](https://www.sydneymetro.info/metrowest) or in Chapters 7–15 and Technical Paper 5 of 'Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD – Environmental Impact Statement'.

Nearby projects

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers, now and into the future.

Sydney Metro is committed to working closely with other nearby projects, local councils, NSW Government agencies and other stakeholders to manage and coordinate construction activities and traffic, to help minimise impacts on the community. The EIS identifies projects near proposed Sydney Metro West construction sites and considers coordination measures like traffic and construction management forums focussed on reducing cumulative impacts on the community.

More information about nearby projects

Site-specific information on nearby projects can be found in the 'Stations and sites' section of this document, on pages 40–98. You can also find further information about nearby projects at [sydneymetro.info/metrowest](https://www.sydneymetro.info/metrowest) or in Chapter 19 of 'Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD – Environmental Impact Statement'.

Local landscape and character

The new stations are designed to be vibrant new spaces and destinations within the communities that they serve. The stations will provide a catalyst for the regeneration of the surrounding neighbourhoods and will integrate with the surrounding urban fabric, bringing to life local place-making. Each of the stations will include works to upgrade the surrounding station precinct, including connections with roads, active and public transport. The stations will include welcoming public spaces with new footpaths, street lighting and landscaping.

During construction there will be temporary visual changes near worksites and compounds. These changes are expected to be largely consistent with previous planning applications, including site hoardings.

Where possible, sites will be arranged to minimise visual impacts from construction to the local community, for example, by locating construction equipment behind hoardings.

Sydney Metro is committed to the retention and protection of existing street trees. However, some trees will need to be removed to facilitate the works. These trees will be identified prior to construction.

More information about landscape and character

Site-specific information can be found in the 'Stations and sites' section of this document, on pages 40–98. You can also find further information about landscape and character in Chapters 7–15 and Technical Paper 6 of 'Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD – Environmental Impact Statement'.

Property acquisition

No further private property acquisition is required under this proposal. Our personal and acquisition managers have contacted any owner or tenant whose property is directly affected by the project, to answer questions and provide a point of contact throughout the process.

To find out more about the Sydney Metro West project and property acquisition process, visit: [sydneymetro.info](https://www.sydneymetro.info) and [propertyacquisition.nsw.gov.au](https://www.propertyacquisition.nsw.gov.au).

Mitigation measures

We have identified specific measures to manage and mitigate potential environmental impacts as part of preparing the EIS. In addition to these measures, plans and strategies will be implemented to manage potential site impacts.

These will include the:

- Construction Environmental Management Framework – detailing the approach to environmental management and monitoring during construction
- Construction Noise and Vibration Standard – detailing how construction noise and vibration will be managed across Sydney Metro West
- Construction Traffic Management Framework – providing an overall strategy and approach for construction traffic management, including coordination across projects and NSW Government agencies.

Stations and sites



Planning pathways

	Sydney Metro stations planning processes				Metro over and/or adjacent station development processes	DPE and/or local council planning processes
	SSI concept – Westmead to the Sydney CBD 	SSI – Major civil construction between Westmead and The Bays 	SSI – Major civil construction between The Bays and Sydney CBD 	SSI – rail infrastructure, stations, precincts and operations 	SSDA/DA (DPE and/or local council)*	Master planning/review of local planning strategies (DPE and/or local council)
Westmead						
Parramatta						
Sydney Olympic Park						
North Strathfield						
Burwood North						
Five Dock						
The Bays						
Pymont						
Hunter Street						

State significant infrastructure (SSI) application
 Development application (DA)
 State significant development (SSD) application
 NSW Department of Planning and Environment (DPE)

*Future planning applications will be subject to project development.

Customers enjoy the cafes along Union Street, Pymont.

WESTMEAD



↑ Platforms ↑

↑ Platforms ↑

T
M

Westmead

Westmead metro station will create a new central hub with open spaces and places to work, rest and play – supporting this growing area and the health, research, and education precinct.

The new metro station will be located on the eastern side of Hawkesbury Road, south of the existing station with an entrance on Hawkesbury Road, providing an easy above-ground interchange with the T1 Western Line and T5 Cumberland Line.

The station will provide customers with easy access to Parramatta Light Rail, T-way buses and other bus services. As well as connecting to the Westmead health, research and education precinct, it will service residential areas experiencing growth and renewal in both north and south Westmead.

Buildings adjacent to Westmead metro station, subject to further planning processes, could include a mix of uses to serve the community. Sydney Metro is working with stakeholders to ensure plans for Westmead metro station and precinct align with the future vision for the area.

Development adjacent to Westmead metro station is subject to additional planning processes. There will be opportunities to have your say every step of the way.



Westmead catchment map.

Westmead metro station planning and development processes

Sydney Metro

Approved

Tunnelling and station excavation at Westmead was approved on 11 March 2021 following community and stakeholder feedback.

We are here

Have your say

'Environmental Impact Statement exhibition: Rail infrastructure, stations, precincts and operations - Westmead to Sydney CBD', including Westmead metro station.

Have your say

Future development application(s) for adjacent station development would be in accordance with relevant planning processes including community and stakeholder engagement.

NSW Department of Planning and Environment

The draft Westmead Place Strategy was open for feedback in March 2021. The place strategy will guide future planning decisions for Westmead.

Cumberland Council

Local council planning assessment.
Council will update its planning strategies in consideration of the Westmead Place Strategy.

Find out what else is happening in Westmead

Westmead Redevelopment Project: The NSW Government is delivering the \$1 billion Westmead Redevelopment Project, which will transform the Westmead Health Precinct and deliver an innovative, integrated facility that will continue to deliver high-quality healthcare for decades to come.

Find out more at: westmeadproject.health.nsw.gov.au

Parramatta Light Rail: Stage 1 (under construction) - This will connect Westmead to Carlingford via the Parramatta CBD and Camellia. The two-way track will span 12 kilometres and is expected to open in 2023.

Find out more at: parramattalightrail.nsw.gov.au

Westmead Place Strategy: The Department of Planning and Environment outlines the 20-year vision for Westmead in the Westmead Place Strategy.

Find out more at: planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Westmead

School infrastructure: A new public primary school is being planned for Westmead.

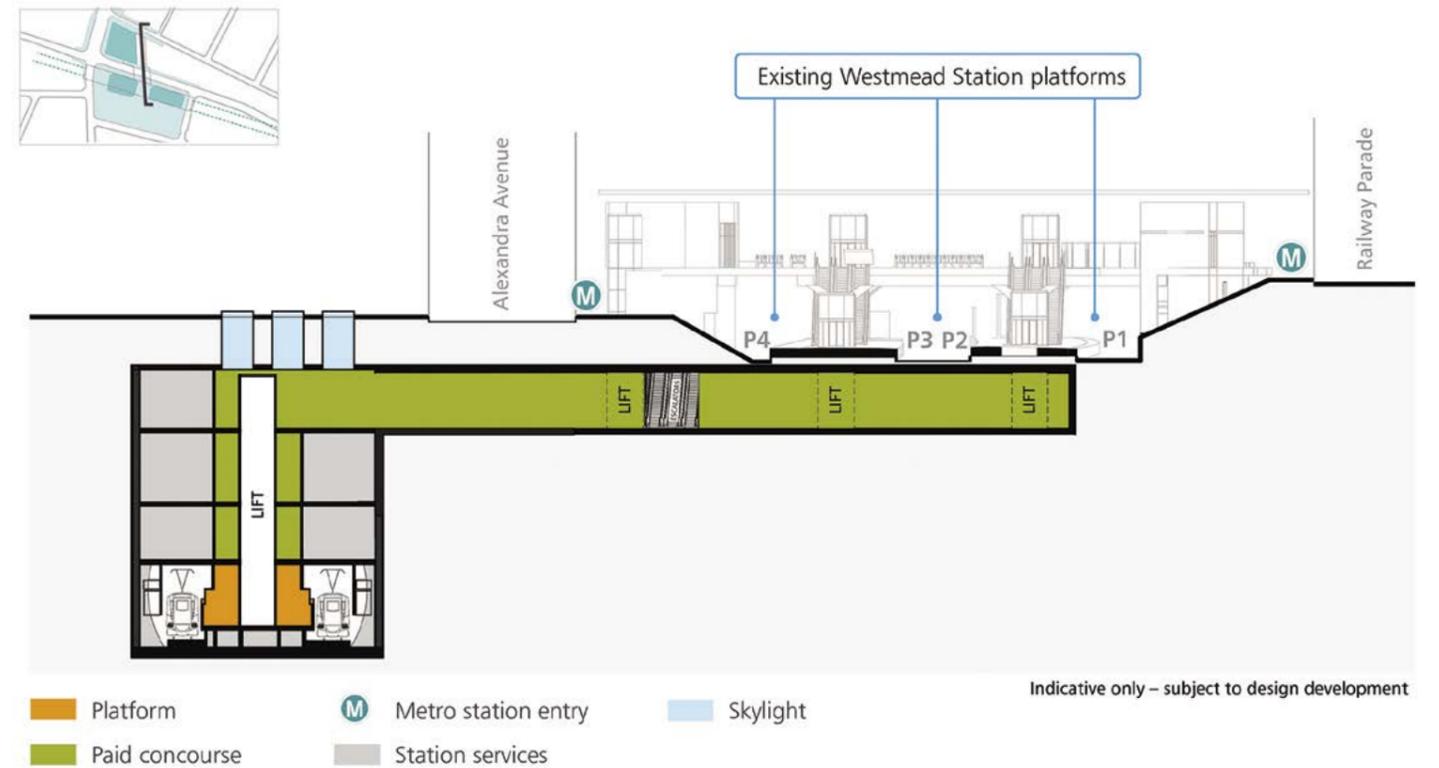
Find out more at: schoolinfrastructure.nsw.gov.au

An artist's impression of Westmead metro station.

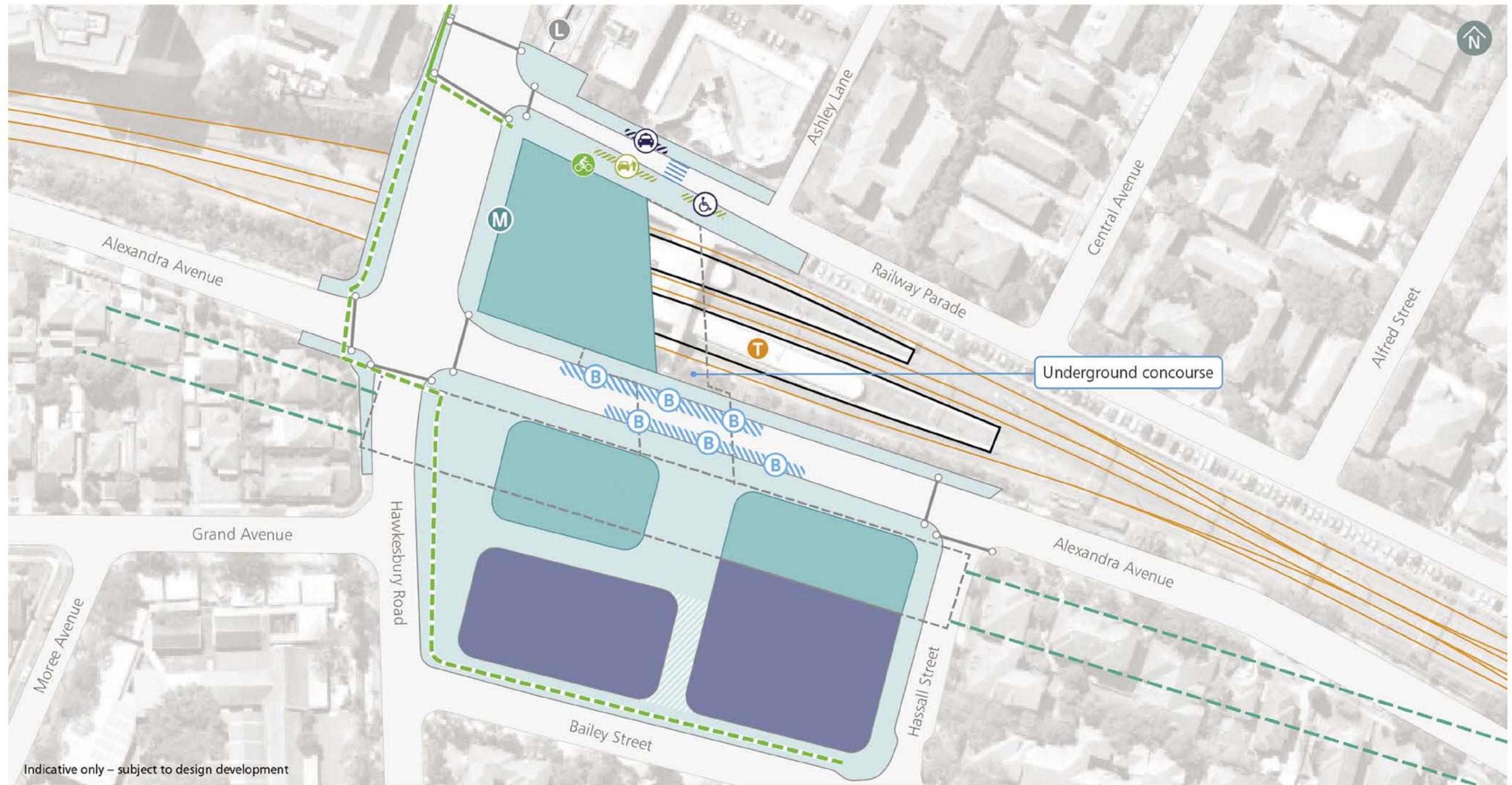
Station features

Key features	Description
Station entry	Entrance on Hawkesbury Road. Sydney Metro is continuing to investigate the opportunity for an additional southern station entrance
Location and orientation	Underground cut-and-cover station south of the existing Westmead station with platforms oriented east-west
Transport connections	Suburban rail network, walking and cycling, bus, point-to-point transport, kiss and ride bays, light rail (future)
Main features and transport facilities	<ul style="list-style-type: none"> Bicycle parking New bicycle path connections providing access through the station precinct Upgrading Hawkesbury Road Bridge for access and interchange between suburban rail, Sydney Metro and light rail Pedestrian connections to public areas and streets along Hawkesbury Road, Alexandra Avenue and Railway Parade A lower-speed pedestrian-friendly environment on Railway Parade, improving access and interchange with light rail A new aerial and underground concourse for interchange between suburban rail and Sydney Metro Reinstatement of Alexandra Avenue between Hawkesbury Road and Hassall Street following the completion of construction Bus interchanges on both sides of Alexandra Avenue Kiss and ride bays and point-to-point transport on Railway Parade Upgrades to the surrounding road network, new pedestrian crossings and a new public plaza adjacent to the metro station (south of Alexandra Avenue) Escalators, stairs and lifts to new platforms Provisions for adjacent station development <p>Sydney Metro is continuing to investigate options for the layout and use of Alexandra Avenue between Hawkesbury Road and Hassall Street, including the potential for this section of road to be narrowed and used for bus and emergency services only</p>
Local government area	Cumberland Council and Parramatta Council
Customers	Customers travelling to and from nearby residential homes and visiting the Westmead health and education precinct. Customers transferring between rail, light rail and bus services
Provisions for over and/or adjacent station development	Adjacent station development is being considered to the south of the metro station, subject to a separate planning approval including community and stakeholder engagement

Indicative cross-section



Westmead.



Indicative only – subject to design development

- | | | | |
|------------------------------------|--|--------------------------|--|
| Aboveground station infrastructure | Existing Sydney Trains suburban rail network | Existing bicycle route | Proposed kiss and ride |
| Public domain | Future Light Rail | Proposed bicycle route | Proposed accessible kiss and ride |
| Underground station | Existing signalised crossing | Proposed bicycle parking | Public domain (delivered by others) |
| Metro tunnel and alignment | Proposed pedestrian crossing | Proposed bus stop | Adjacent station development (subject to separate approvals) |
| Metro station entry | Proposed taxi | | |

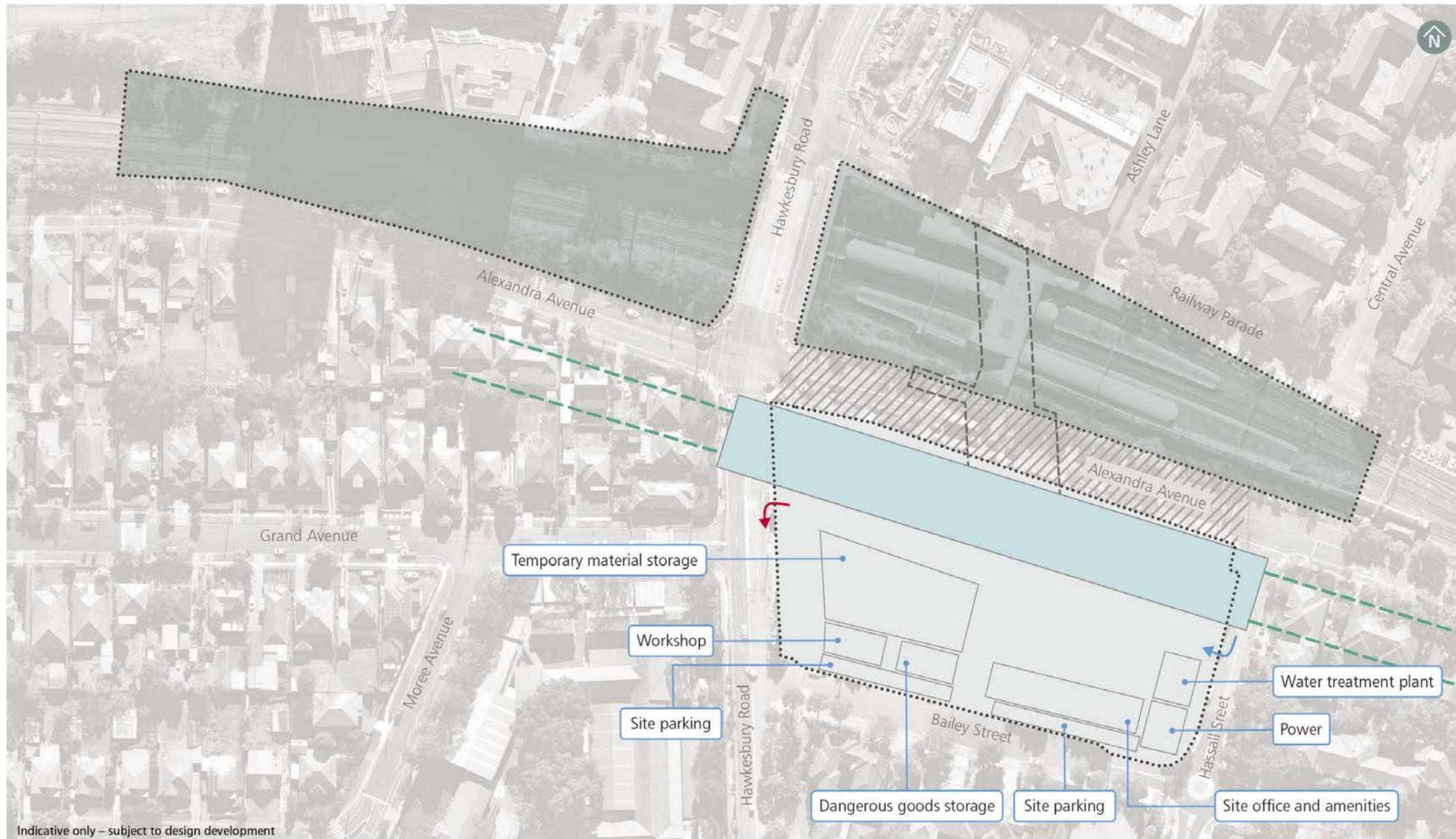
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Construction at a glance

Feature	Description
Description	Construction of Westmead metro station will require the continued use of the construction site established under the previous Sydney Metro West planning application Additional work will be undertaken inside the Sydney Trains rail corridor
Site access	Continued site access arrangements consistent with previous civil construction work: <ul style="list-style-type: none"> • Bailey Street: via Hawkesbury Road: left-in • Hawkesbury Road: left-out Additional site access: <ul style="list-style-type: none"> • Hassall Street: right-in and potentially left-in • Sydney Trains gates on Alexandra Avenue, Railway Parade and Bridge Road
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours, including to undertake work in the rail corridor during rail possessions Underground and internal construction activities will generally take place 24 hours per day, seven days per week *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed maximum vehicle movements (one-way)	320 truck movements per day 360 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 612 heavy vehicle and 424 light vehicle movements per day identified under the previous planning approval
Indicative heritage impacts	No direct impacts to heritage items are anticipated under this proposal or the previous planning approval
Proposed landscape changes	No additional* street trees are anticipated to be removed around the construction site other than that removed under the previous Sydney Metro West planning application
Proposed activities	<ul style="list-style-type: none"> • Enabling and site establishment work • Construction of the station and buildings • Station fit-out • Construction of station precinct and interchange facilities, including provisioning for adjacent station development • Working within the existing rail corridor to enable integration with the existing Sydney Trains suburban network • Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box and removing spoil. Tunnelling will no longer occur from Westmead and instead be undertaken from the Clyde stabling and maintenance facility site
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be required
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site

Feature	Description																									
Indicative plant and equipment	<table border="0"> <tr> <td>Ballast tamper</td> <td>Excavator</td> <td>Rail trolley</td> <td>Tower crane</td> <td rowspan="6">*Indicative plant and equipment varies from that identified under the previous planning approval</td> </tr> <tr> <td>Compressor</td> <td>Forklift</td> <td>Mobile crane</td> <td>Ventilation</td> </tr> <tr> <td>Concrete mixer</td> <td>Generator</td> <td>Bored piling</td> <td>scrubber</td> </tr> <tr> <td>Concrete pump</td> <td>Grader</td> <td>Rock breaker/hammer</td> <td>Water pump</td> </tr> <tr> <td>Concrete saw</td> <td>Grinder</td> <td>Skid steer loader</td> <td>Welding equipment</td> </tr> <tr> <td>Concrete vibrator</td> <td>Hand tools</td> <td></td> <td></td> </tr> </table>	Ballast tamper	Excavator	Rail trolley	Tower crane	*Indicative plant and equipment varies from that identified under the previous planning approval	Compressor	Forklift	Mobile crane	Ventilation	Concrete mixer	Generator	Bored piling	scrubber	Concrete pump	Grader	Rock breaker/hammer	Water pump	Concrete saw	Grinder	Skid steer loader	Welding equipment	Concrete vibrator	Hand tools		
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Concrete saw	Grinder	Skid steer loader	Welding equipment																							
Concrete vibrator	Hand tools																									
Proposed traffic changes	Proposed traffic changes will be consistent with previous civil construction work including: <ul style="list-style-type: none"> • Temporary removal of on-street parking spaces adjacent to the site along both Hassall Street and Bailey Street Additional temporary changes will include: <ul style="list-style-type: none"> • Closure (around 12–18 months) of Alexandra Avenue and temporary traffic detour via Hassall Street, Bailey Street / Priddle Street and Hawkesbury Road • Modification of traffic signals at Hawkesbury Road / Alexandra Avenue, Alexandra Avenue / Hassall Street and Hawkesbury Road / Bailey Street. Sydney Metro is working with stakeholders on mitigation strategies for these changes																									
Proposed public transport changes	Temporary relocation of bus stops along Alexandra Avenue to Hassall Street, Bailey Street and Priddle Street (around 12–18 months) in consultation with Transport for NSW, local council and bus operators No impacts on the operation of the future light rail are anticipated Work within the rail corridor will generally be undertaken during scheduled Sydney Trains rail possessions																									
Proposed street parking changes	Continued temporary removal of on-street parking next to the metro station site along Hassall and Bailey streets consistent with previous civil construction work Additional temporary removal of parking spaces to accommodate changes to traffic signals: <ul style="list-style-type: none"> • Around four parking spaces at the Hawkesbury Road / Bailey Street intersection • Around 10 parking spaces at the Hassall Street / Bailey Street intersection Additional temporary short-term removal (typically during weekend and holiday periods): <ul style="list-style-type: none"> • Around 27 on-street parking spaces on Railway Parade (during rail possessions only) • Around 50 on-street parking spaces on Alexandra Avenue west of Hawkesbury Road (during rail possessions only) Additional permanent removal for new transport interchanges: <ul style="list-style-type: none"> • Seven on-street parking spaces will be removed on Railway Parade to accommodate the new kiss and ride bays and point-to-point transport 																									
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal																									
Indicative pedestrian and cyclist changes	No additional* changes are required for most of the work period; however, short-term pedestrian access adjustments may be required Construction for new bus stops, and new traffic arrangements may require short-term closures of sections of footpaths Appropriate diversions will be established to safely guide pedestrians around work zones																									

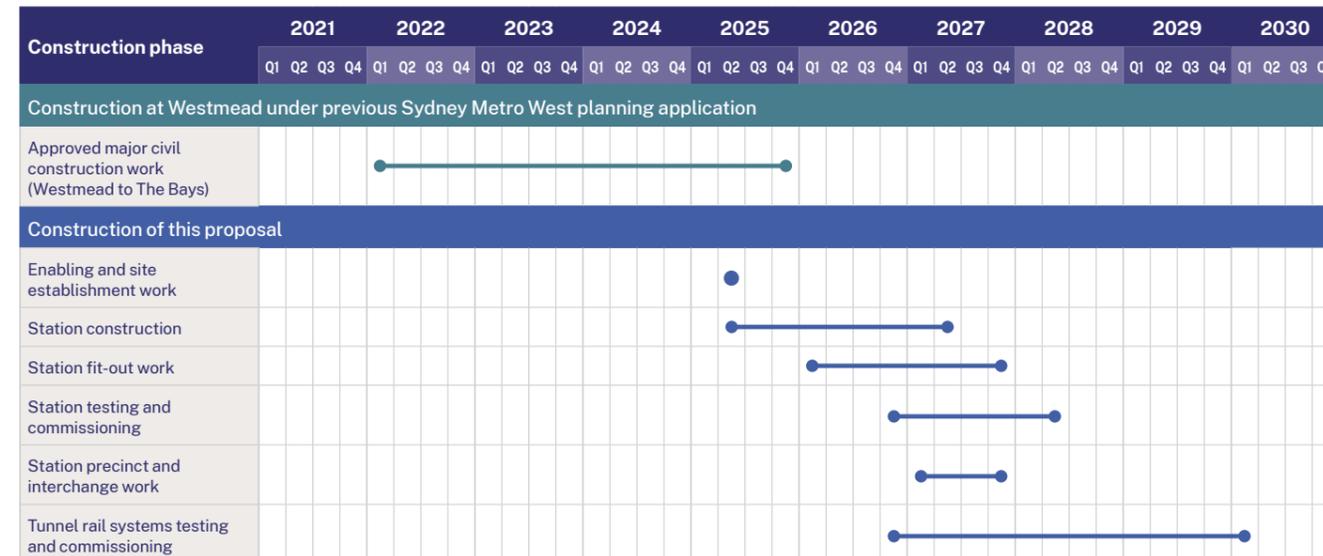
*Construction impacts specific to the previous Sydney Metro West planning approvals are outlined in the Environmental Impact Statement for 'Major civil construction work between Westmead and The Bays'



Indicative only – subject to design development

- Construction site
 - Additional footprint for this proposal
 - Underground station
 - Underground concourse
 - Metro tunnel and alignment
 - Temporary closure of Alexandra Avenue for 12–18 months
 - ➔ Primary outbound truck egress
 - ➔ Primary inbound truck access
- 0 25m

Indicative construction program





Parramatta

Parramatta metro station will sit in the heart of Parramatta’s employment, living and cultural centre. It will integrate with the future Civic Link – a green, pedestrianised public space from Parramatta Square in the south to Parramatta River in the north.

Parramatta metro station will be on the block bounded by George, Macquarie, Church and Smith streets with entrances on future Civic Link and Church Street.

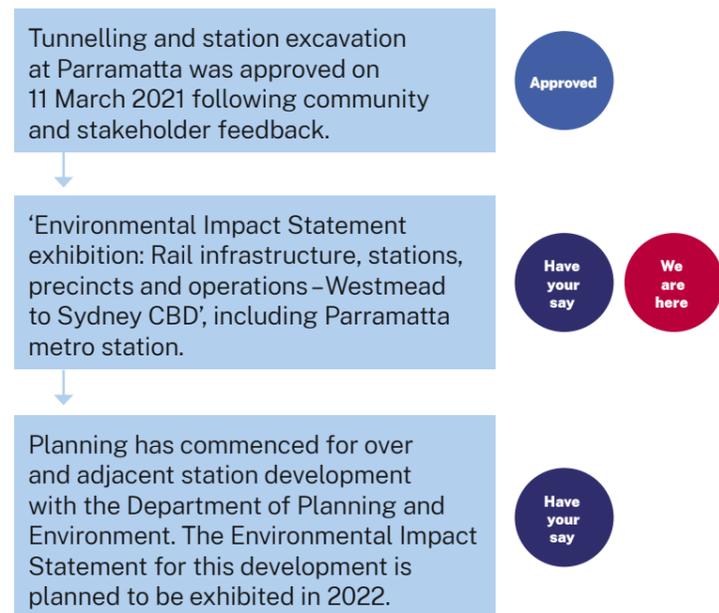
Strategically located to the north of the existing Sydney Trains station, the new station will sit within the commercial core of the Parramatta CBD, taking pressure off the existing station and giving customers a second rail option. It will support Parramatta CBD as a major employment growth centre, boosting jobs and improving connections across Greater Sydney and provide easy, efficient and accessible interchange with buses and Parramatta Light Rail.

Four buildings above and adjacent to the metro station, subject to a separate planning process, are proposed to include a mix of homes, commercial offices and retail uses. Sydney Metro is working with stakeholders to ensure plans for Parramatta metro station and precinct align with the future vision of the area.

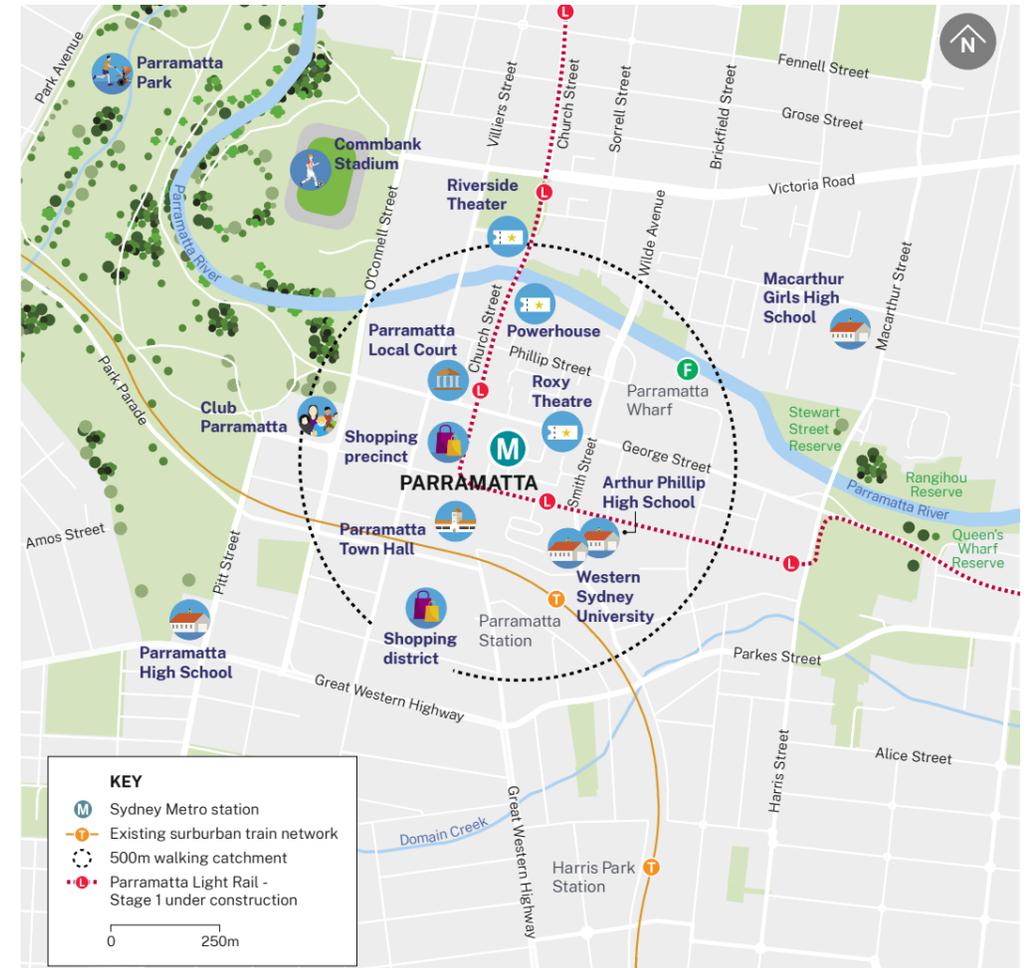
Over and adjacent station development at Parramatta metro station is subject to separate planning approvals. There will be opportunities to have your say every step of the way.

Parramatta metro station planning and development processes

Sydney Metro



An artist’s impression of Parramatta metro station.



Parramatta catchment map.

Find out what else is happening in Parramatta

Parramatta Light Rail: Stage 1 (under construction) – This will connect Westmead to Carlingford via the Parramatta CBD and Camellia. The two-way track will span 12 kilometres and is expected to open in 2023.

Find out more at: parramattalightrail.nsw.gov.au

The Civic Link: The proposed Civic Link will be a green, pedestrianised public space and cultural spine that connects public life from the heart of Parramatta CBD to the River.

Find out more at: cityofparramatta.nsw.gov.au/vision/precinct-planning/parramatta-cbd/civic-link

Powerhouse Parramatta: This project will be the largest investment in cultural infrastructure since the Sydney Opera House and will be the first NSW State Cultural Institution to call Western Sydney home.

Find out more at: infrastructure.nsw.gov.au/projects-nsw/powerhouse-parramatta/

Parramatta Square redevelopment: Parramatta Square is set to become a visionary, world-class landmark and destination in the heart of the Parramatta CBD.

Find out more at: cityofparramatta.nsw.gov.au/vision/parramatta-square

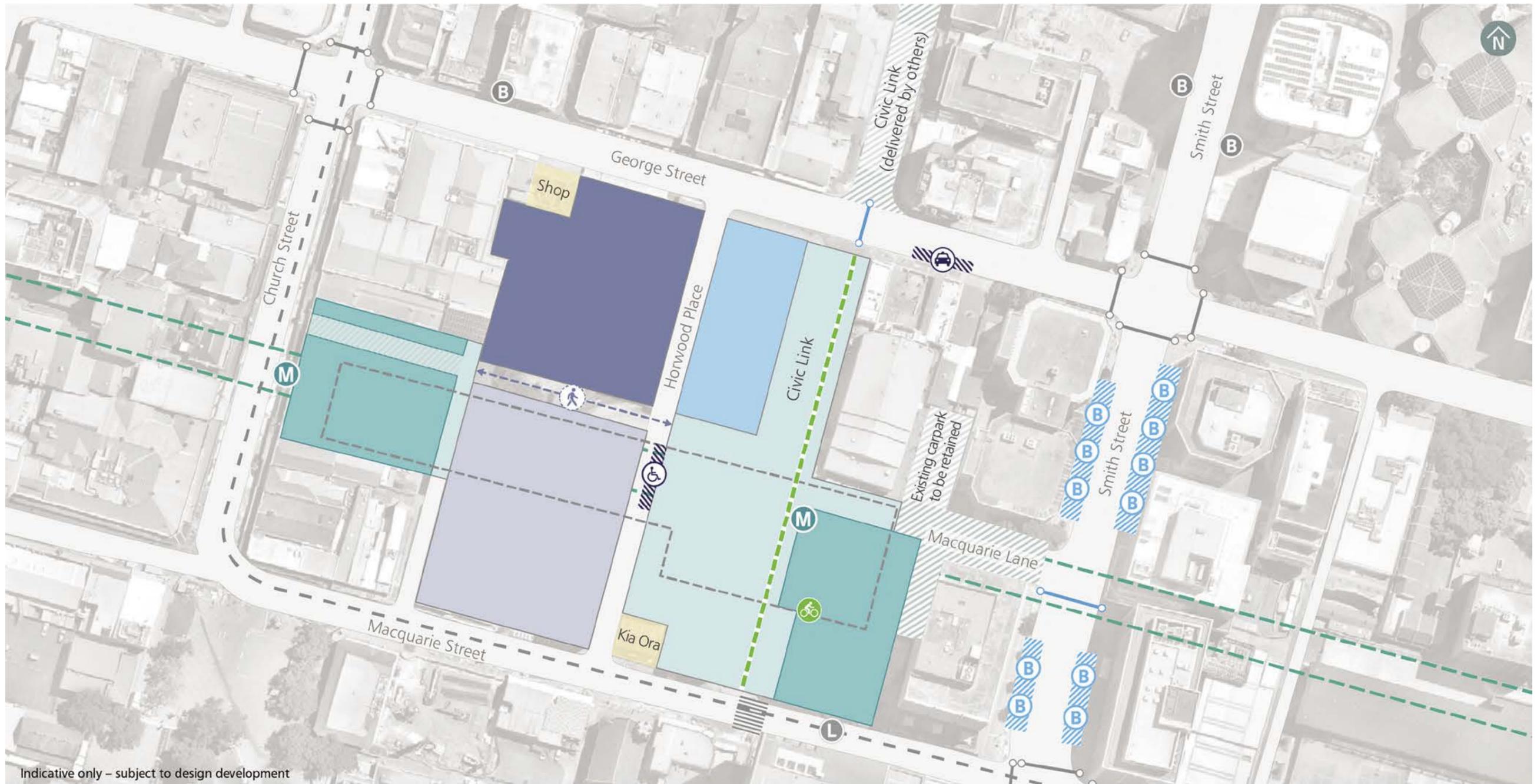
Station features

Key features	Description
Station entry	Entrances on the future Civic Link and Church Street
Location and orientation	Underground cut-and-cover station with platforms oriented east-west
Transport connections	Suburban and intercity rail network, walking and cycling, bus, point-to-point transport, kiss and ride bays, light rail (future)
Main features and transport facilities	<ul style="list-style-type: none"> • Bicycle parking • Delivery of the Civic Link between Macquarie and George Streets • Safeguarding for a future east-west connection through to Church Street from the Civic Link • A bus interchange located on Smith Street • Interchange with Parramatta Square Light Rail stop (via the Civic Link) • Accessible kiss and ride bays and point-to-point transport • Reconfigured on-street parking • A new signalised pedestrian crossing at George Street at the Civic Link • A new mid-block crossing of Smith Street, north of Macquarie Lane • Realignment of Horwood Place between Macquarie and George streets • Creation of new public domain areas • Integration of heritage features including protection of Kia Ora • Escalators, stairs and lifts to new platforms • Provisions for future above and adjacent station development • Provision for potential additional underground connections to future train/metro services or adjacent developments
Local government area	Parramatta City Council
Customers	Customers travelling to and from nearby residential homes and travelling to work, education, recreational and entertainment venues. Customers transferring to and from light rail and bus services
Provisions for over and/or adjacent station development	Over and adjacent station development is proposed within the metro station precinct and is subject to a separate planning approval including community and stakeholder engagement.

Indicative cross-section



Parramatta.



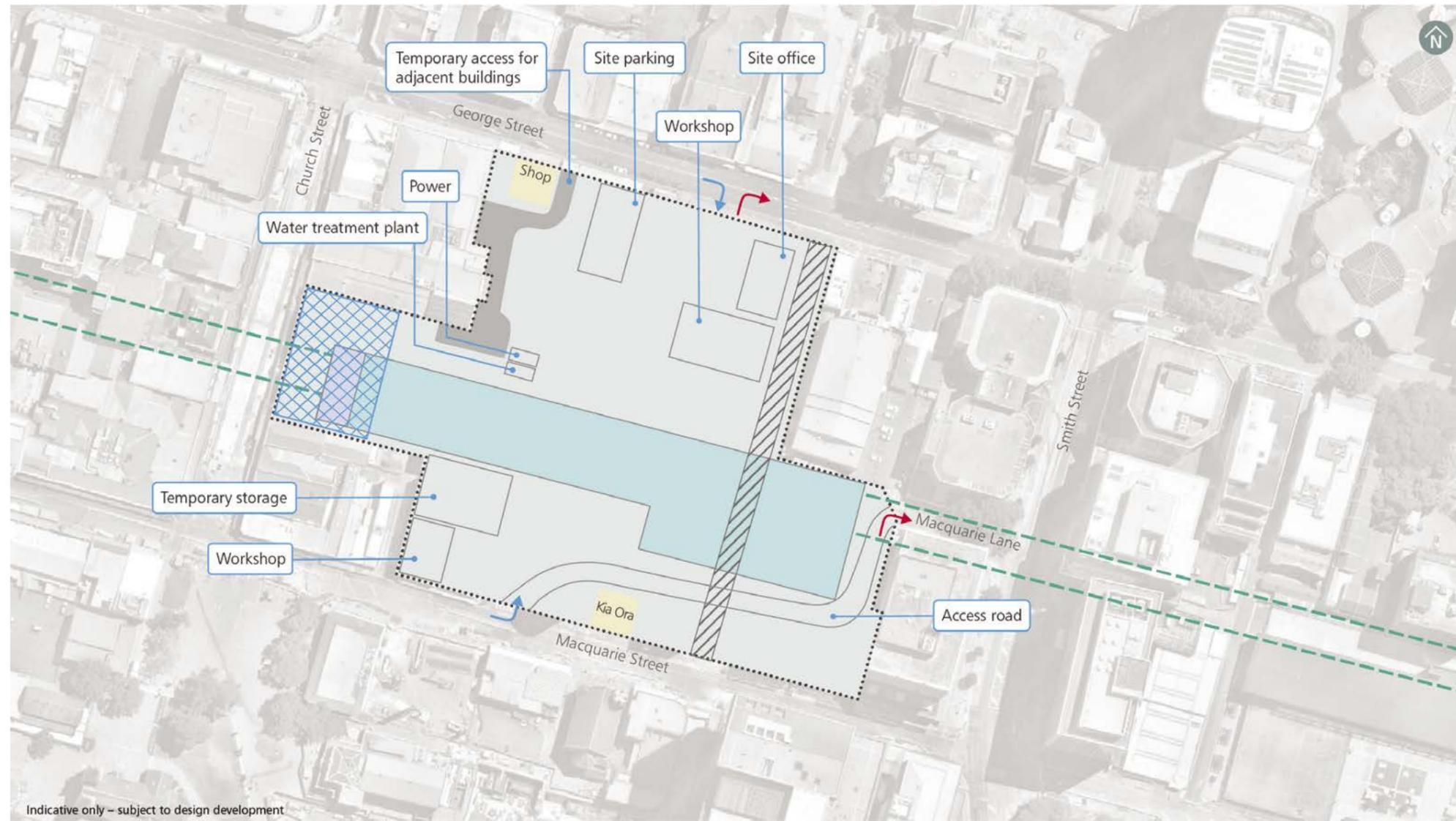
Indicative only – subject to design development

- | | | | | | |
|------------------------------------|------------------------------|--|---------------------------------------|---|--|
| Aboveground station infrastructure | Metro station entry | Proposed pedestrian crossing (by others) | Proposed taxi | Adjacent station development (subject to separate approval) | |
| Public domain | Existing signalised crossing | Future Light Rail | Proposed accessible kiss and ride | Over station development (subject to separate approval) | |
| Through site links | Proposed signalised crossing | Proposed shared zone | Retained heritage items | Area for future use | |
| Underground station | Existing bus stop | Proposed bicycle route | Through site link delivered by others | | |
| Metro tunnel and alignment | Proposed bus stop | Proposed bicycle parking | | | |

Feature	Description
Description	Construction of Parramatta metro station will require the continued use of the construction site established under the previous Sydney Metro West planning application
Site access	Continued site access arrangements consistent with previous civil construction work <ul style="list-style-type: none"> • George Street: right-in and left-out Additional site access: <ul style="list-style-type: none"> • George Street: right-out • Macquarie Street: left-in • Macquarie Lane: left-out and then left-out onto Smith Street
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours Underground and internal construction activities will generally take place 24 hours per day, seven days per week. This will include access to the tunnels via the stations, as well as delivery of materials *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed maximum vehicle movements (one-way)	292 trucks movements per day 300 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 306 heavy vehicle and 236 light vehicle movements per day were identified under the previous planning approval
Indicative heritage impacts	Potential for direct impact to a small portion of a convict drain anticipated to be partially within the construction site, subject to further investigation. Most of the drain is located outside of the site and will not be impacted. The drain will be recorded as part of archaeological management The heritage listed, 'Horse Parapet Façade', located on the north-east corner of Church Street and Macquarie Street, has been identified and will be retained and protected *No direct heritage impacts were identified under the previous planning approval. The heritage listed Kia Ora building and a heritage listed shop was identified as being located within the construction site and both items would be protected during construction
Proposed landscape changes	No additional* vegetation is anticipated to be removed around the construction site other than what was indicated for removal under the previous Sydney Metro West planning approval
Proposed activities	<ul style="list-style-type: none"> • Enabling and site establishment work • Construction of the station and buildings • Station fit-out • Excavation for basement structures for over station and adjacent station development • Construction of station precinct and interchange facilities, including: <ul style="list-style-type: none"> – public domain works for the Civic Link within the footprint of the construction site – provisioning for adjacent and over station development • Access for tunnel fit-out and rail systems work • Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box and removing spoil

Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be provided																					
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets. A small number of parking spaces for use by engineers and other management staff on site																					
Indicative plant and equipment	<table border="1"> <tr> <td>Compressor</td> <td>Forklift</td> <td>Bored piling</td> <td>Ventilation</td> <td rowspan="5">*Indicative plant and equipment varies from that identified under the previous planning approval</td> </tr> <tr> <td>Concrete mixer</td> <td>Generator</td> <td>Rock breaker/hammer</td> <td>scrubber</td> </tr> <tr> <td>Concrete pump</td> <td>Grinder</td> <td>Skid steer loader</td> <td>Water pump</td> </tr> <tr> <td>Concrete vibrator</td> <td>Hand tools</td> <td>Tower crane</td> <td>Welding equipment</td> </tr> <tr> <td>Excavator</td> <td>Mobile crane</td> <td></td> <td></td> </tr> </table>	Compressor	Forklift	Bored piling	Ventilation	*Indicative plant and equipment varies from that identified under the previous planning approval	Concrete mixer	Generator	Rock breaker/hammer	scrubber	Concrete pump	Grinder	Skid steer loader	Water pump	Concrete vibrator	Hand tools	Tower crane	Welding equipment	Excavator	Mobile crane		
Compressor	Forklift	Bored piling	Ventilation	*Indicative plant and equipment varies from that identified under the previous planning approval																		
Concrete mixer	Generator	Rock breaker/hammer	scrubber																			
Concrete pump	Grinder	Skid steer loader	Water pump																			
Concrete vibrator	Hand tools	Tower crane	Welding equipment																			
Excavator	Mobile crane																					
Proposed traffic changes	Proposed traffic changes will be consistent with the previous Sydney Metro West planning approval including: <ul style="list-style-type: none"> • Permanent closure of Horwood Place • Realignment of Macquarie Lane (and kept open) between Macquarie Street and Smith Street • Construction traffic signals at George Street • Temporary access arrangements to adjacent properties In addition, provision will be made for ongoing pedestrian access between George and Macquarie streets through the construction site																					
Proposed public transport changes	No impacts on the operation of buses, trains or the future light rail are anticipated under this proposal and the previous planning approval																					
Proposed street parking changes	Continued permanent removal of 35 on-street parking along Horwood Place and off-street parking accessed from Horwood Place, as identified in the previous planning approval																					
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during construction of this proposal An acoustic shed (or other acoustic measures) will be installed over the access shaft for tunnel fit-out and rail systems work																					
Indicative pedestrian and cyclist changes	Continued changes to the active transport network established under the previous planning approval including: <ul style="list-style-type: none"> • Closure of the north–south link along Horwood Place • Closure of Batman Walk between Macquarie Street and Macquarie Lane Appropriate diversions will be established to safely guide pedestrians around work zones																					

*Construction impacts specific to the previous Sydney Metro West planning approvals are outlined in the Environmental Impact Statement for 'Major civil construction work between Westmead and The Bays'



Indicative only – subject to design development

- Construction site
- Underground station
- Rail systems fit-out shaft
- Acoustic shed (or other acoustic measures)
- Metro tunnel and alignment
- Retained heritage items
- Temporary pedestrian connection
- Temporary access for adjacent buildings
- Primary outbound truck egress
- Primary inbound truck access

0 30m

Indicative construction program

Construction phase	2021		2022				2023				2024				2025				2026				2027				2028				2029				2030			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Construction at Parramatta under previous Sydney Metro West planning application																																						
Approved major civil construction work (Westmead to The Bays)	●—————●																																					
Construction of this proposal																																						
Enabling and site establishment work																	●																					
Station construction																	●—————●																					
Station fit-out work																	●—————●																					
Station testing and commissioning																	●—————●																					
Basement excavation																	●—————●																					
Station precinct and interchange work																	●—————●																					
Tunnel fit-out and rail systems work																	●—————●																					
Tunnel rail systems testing and commissioning																	●—————●																					

SYDNEY OLYMPIC PARK



Sydney Olympic Park

Line	Direction	Platform	Next Stop
Blue	North	1	Central
Blue	South	2	Central
Orange	North	3	Central
Orange	South	4	Central

↑ Platforms ↑

Sydney Olympic Park

Home to 34,000 jobs and more than 23,000 residents by 2030, Sydney Olympic Park metro station will support a thriving new lifestyle precinct and premier destination for culture, entertainment, recreation and sport.

Sydney Olympic Park metro station will be located to the south of the existing station in the heart of the growing town centre. It will sit to the east of Olympic Boulevard with the main station entrance between Herb Elliot Avenue and Figtree Drive.

A metro station at Sydney Olympic Park will reinforce its status as Australia's premier events, sporting and entertainment precinct – supporting the transit of more than 10 million people who visit or stay each year. It will also serve the Sydney Olympic Park business and residential communities, prioritising pedestrian connections and open spaces to accommodate ease of movement through the precinct, especially during major events.

Four buildings are proposed above and adjacent to the metro station, subject to a separate planning process, and would include a mix of homes, commercial offices and retail uses. Sydney Metro is working with the Department of Planning and Environment and stakeholders to align plans for the Sydney Olympic Park over and adjacent station development with the Sydney Olympic Park Masterplan 2030.

Sydney Olympic Park over and adjacent station development is subject to State planning processes. There will be opportunities to have your say every step of the way.

Sydney Olympic Park metro station planning and development processes



Sydney Olympic Park catchment map.

Find out what else is happening at Sydney Olympic Park

Sydney Olympic Park Master Plan 2030: This blueprint will guide the future growth and sustainable development of a world-class sporting and event precinct, surrounded by more than 430 hectares of parklands.

Find out more at: planning.nsw.gov.au/Plans-for-your-area/State-significant-precincts/Sydney-Olympic-Park

Parramatta Light Rail: Stage 2 (planning) – The second stage of the Parramatta Light Rail will connect to Sydney Metro West, heavy rail in Parramatta and Sydney Olympic Park.

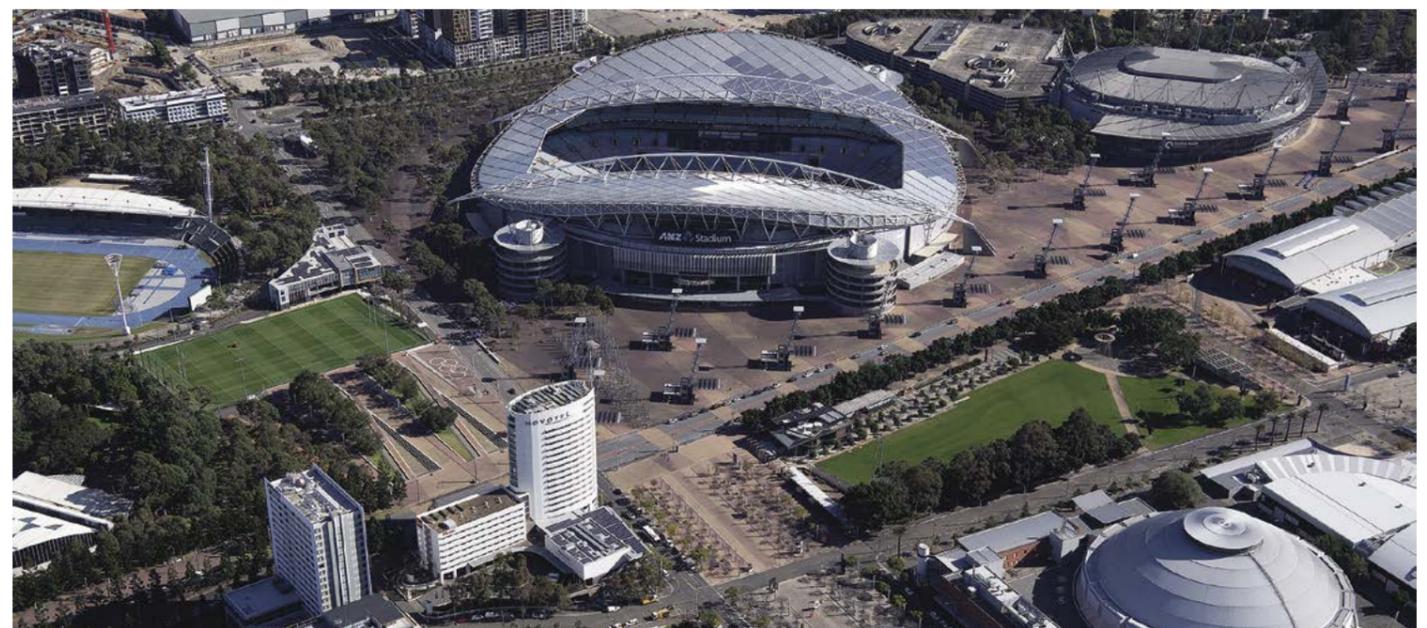
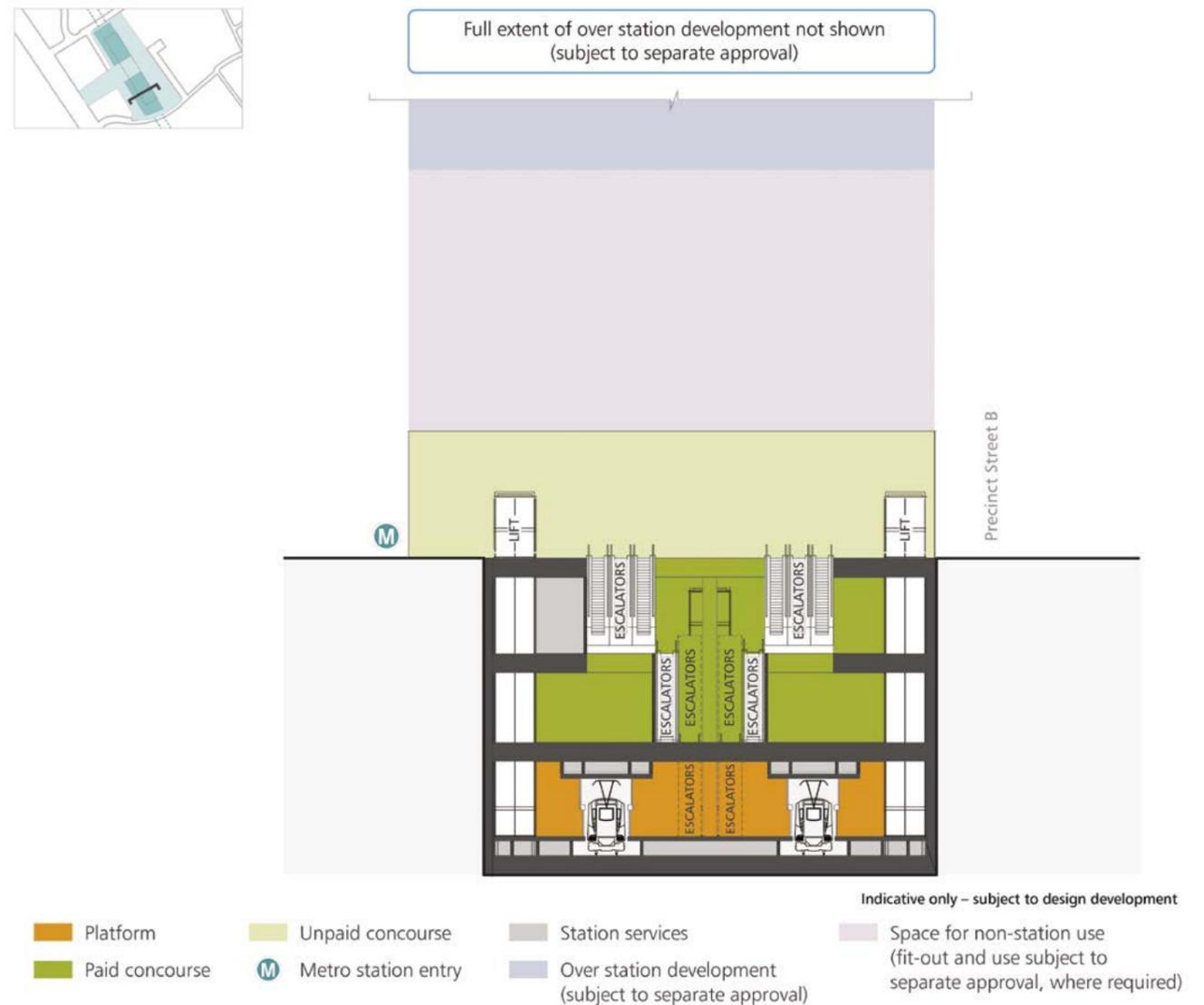
Find out more at: parramattalightrail.nsw.gov.au/parramatta-olympic-park

An artist's impression of Sydney Olympic Park metro station.

Station features

Key features	Description
Station entry	The main station entrances will be between Herb Elliot Avenue and Figtree Drive, with event mode entrances to the west of the metro station off Olympic Boulevard
Location and orientation	Underground cut-and-cover station with platforms oriented north-south, with two additional side platforms for event mode
Transport connections	Suburban rail network, walking and cycling, bus, point-to-point transport, kiss and ride bays, light rail (future)
Main features and transport facilities	<ul style="list-style-type: none"> • Bicycle parking • Bus interchange and shelters located on Figtree Drive • Kiss-and-ride bays and point-to-point transport on Herb Elliot Avenue • Provision of new street within the vicinity of the proposed station • Two new pedestrian crossings on Herb Elliot Avenue and Figtree Drive • Creation of new public spaces adjacent to the proposed station entrances • Public domain area connecting Olympic Boulevard, Herb Elliot Drive and Figtree Drive to the metro station • Escalators, stairs and lifts to new platforms • Provisions for future above and adjacent station development
Local government area	Parramatta City Council
Customers	Customers travelling to and from nearby residential homes and travelling to work, recreational, parklands and entertainment venues
Provisions for over and/or adjacent station development	Over and adjacent station development is proposed within the metro station precinct. This is subject to a separate planning approval including community and stakeholder engagement

Indicative cross-section



Sydney Olympic Park.

Indicative layout and key design elements



- Aboveground station infrastructure
- Public domain
- Underground station
- Metro tunnel and alignment
- M Metro station entry
- M Event mode entry
- Existing bicycle route
- Proposed bicycle route
- 🚲 Proposed bicycle parking
- T Existing Sydney Trains suburban rail network (underground)
- Proposed pedestrian crossing
- Proposed shared zone
- Parramatta Light Rail – Stage 2 (planning)
- B Proposed bus stop
- T Proposed taxi
- 🚗 Proposed kiss and ride
- ♿ Proposed accessible kiss and ride
- Adjacent station development (subject to separate approval)



Indicative only – subject to design development

Construction at a glance

Feature	Description
Description	Construction of Sydney Olympic Park metro station will require the continued use of the construction site established under the previous Sydney Metro West planning application
Site access	Continued site access arrangements consistent with previous civil construction work: <ul style="list-style-type: none"> Herb Elliot Avenue –left-in, right-out Additional site access: <ul style="list-style-type: none"> Herb Elliot Avenue –right-in, left-out Figtree Drive –right-in, right-out
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours Underground and internal construction activities will generally take place 24 hours per day, seven days per week *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed maximum vehicle movements (one-way)	224 truck movements per day 226 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 306 heavy vehicle and 252 light vehicle movements per day were identified under the previous planning approval
Indicative heritage impacts	No additional* direct impacts to heritage items are anticipated *Design development ruled out any direct impact to the heritage gardens outside of the State Abattoir identified under the previous planning approval
Proposed landscape changes	Overall, the leafy streetscape character of both Herb Elliott Avenue and Figtree Drive will be largely maintained. 16 street trees near Olympic Boulevard and Figtree Drive will require removal to support new public domain work. This is in addition to vegetation that was identified for removal under the previous planning approval Opportunities for the retention and protection of existing street trees will be identified prior to construction
Proposed activities	<ul style="list-style-type: none"> Enabling and site establishment work Earthworks to level the site with the surrounding road network Construction of the station and buildings Station fit-out Construction of station precinct and interchange facilities, including provisioning for adjacent and over station development Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box, retrieving tunnel boring machines and removing spoil
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be required
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site

Indicative plant and equipment	Compressor Concrete mixer Concrete pump Concrete vibrator Excavator Forklift Generator	Grinder Hand tools Mobile crane Bored piling Rock breaker/hammer Skid steer loader Tower crane	Ventilation scrubber Water pump Welding equipment *Indicative plant and equipment varies from that identified under the previous planning approval
Proposed traffic changes	No traffic changes are proposed under this proposal or the previous planning approval		
Proposed public transport changes	No impacts on the operation of buses, trains or the future light rail are anticipated under this proposal or the previous planning approval		
Proposed street parking changes	No changes to street parking are proposed or were identified under the previous planning approval		
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal		
Indicative pedestrian and cyclist changes	No changes to pedestrian and cyclist links are proposed under this proposal or the previous planning approval		

*Construction impacts specific to the previous Sydney Metro West planning approvals are outlined in the Environmental Impact Statement for 'Major civil construction work between Westmead and The Bays'

NORTH STRATHFIELD



North Strathfield

Boosting connectivity across Sydney, North Strathfield metro station will be adjacent to the existing train station, opening up access to key centres in the North West like Castle Hill and Norwest via the T9 Northern Line.

Creating an interchange at North Strathfield will also take pressure off the existing Strathfield Station. Entry to the station will be from Queen Street.

The metro station will help to service the growing Homebush precinct and complement local strategies to revitalise public areas and retain and attract new businesses and residents, building on the vibrancy of this growing hub.

Sydney Metro is working with stakeholders to align plans for North Strathfield metro station with the future vision for the area.

Now is the time to have your say.

North Strathfield metro station planning processes

Sydney Metro

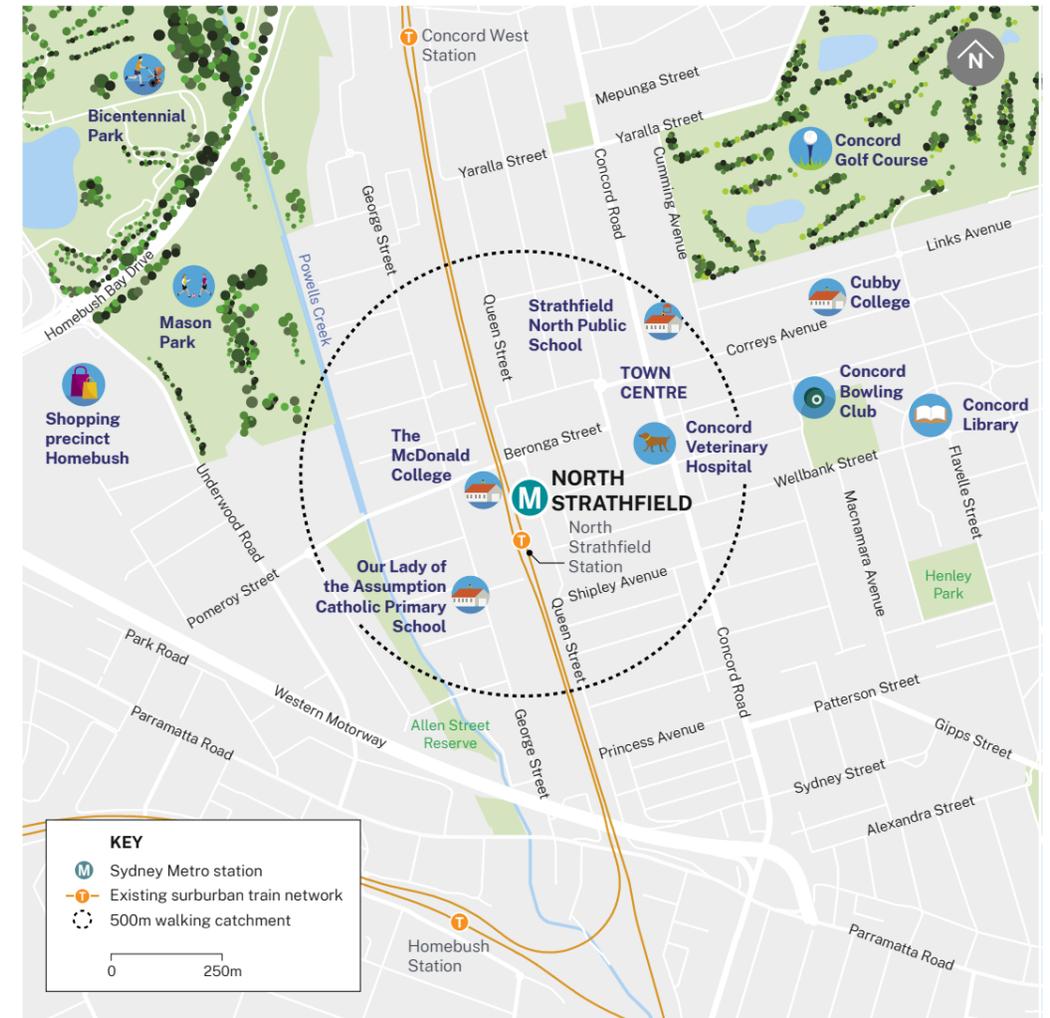
Tunnelling and station excavation at North Strathfield was approved on 11 March 2021 following community and stakeholder feedback.

Approved

'Environmental Impact Statement exhibition: Rail infrastructure, stations, precincts and operations - Westmead to Sydney CBD', including North Strathfield metro station.

Have your say

We are here



North Strathfield catchment map.

Find out what else is happening near North Strathfield

Priority growth areas and precincts – Burwood, Strathfield and Homebush: The Department of Planning and Environment in consultation with local councils is planning rejuvenation and improved spaces for Burwood, Strathfield and Homebush.

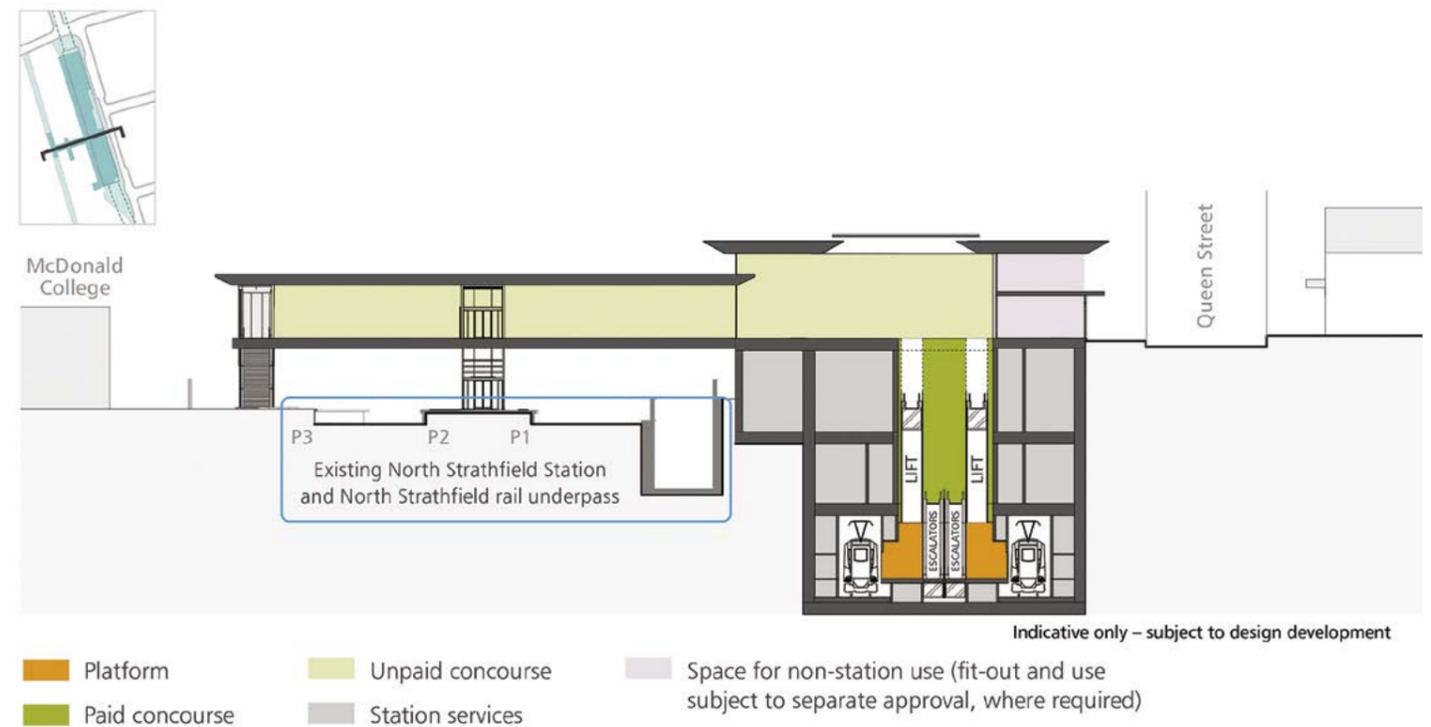
Find out more at: planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Burwood-Strathfield-and-Homebush-Planned-Precinct

An artist's impression of North Strathfield metro station.

Station features

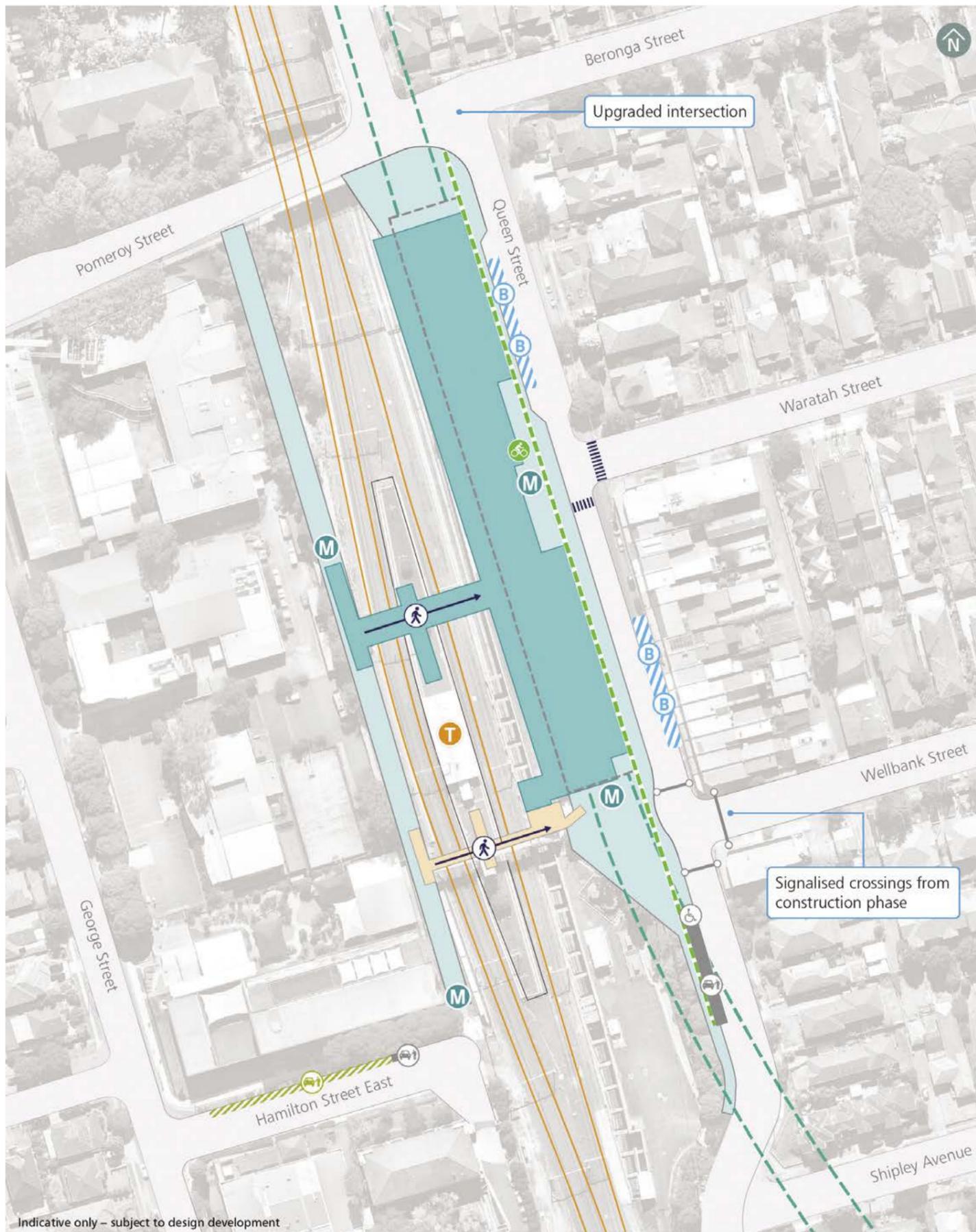
Key features	Description
Station entry	Two new station entrances will be on Queen Street, along with use of the existing North Strathfield metro station entrances on Pomeroy Street and Hamilton Street East via pedestrian footbridges
Location and orientation	Underground cut-and-cover station with platforms oriented north-south
Transport connections	Suburban and potentially intercity rail network, walking and cycling, bus, point-to-point transport, kiss and ride bays
Main features and transport facilities	<ul style="list-style-type: none"> Bicycle parking A new pedestrian footbridge accessed via Pomeroy Street and Hamilton Street East to provide transfers with the Sydney Trains and a new western entrance to the station A cross-corridor pedestrian connection between Queen Street, the Sydney Trains station platforms, and the public footpath access to the west of the station (between Pomeroy Street and Hamilton Street East) Provision for local bus interchange on Queen Street Dedicated kiss and ride bays located on Queen Street and Hamilton Street East New crossings and/or intersection treatment along Queen Street at the Beronga Street, Wellbank Street and Waratah Street intersections New street enhancements including street trees, furniture and fixings, and pavements to enhance the local centre on Queen Street Provision for spaces to around the height of the existing footbridge that could be used for retail, commercial and/or community facilities Escalators, stairs and lifts to new platforms <p>Sydney Metro is investigating the potential need to upgrade the existing aerial footbridge to enhance pedestrian flow and connectivity throughout the station precinct</p>
Local government area	Canada Bay Council
Customers	Customers travelling to and from nearby residential homes and to work, education, retail and dining venues. Customers transferring to and from rail and bus services
Provisions for over and/or adjacent station development	<p>No over and/or adjacent station development is planned</p> <p>Spaces that could be used for retail, commercial and/or community facilities are included as part of this proposal. The future fit-out and use of these spaces will be subject to a separate planning approval including community and stakeholder engagement</p>

Indicative cross-section



North Strathfield.

Indicative layout and key design elements



- Aboveground station infrastructure
- Public domain
- Underground station
- Pedestrian overpass
- Metro tunnel and alignment
- M Metro station entry
- ⤴ Cross corridor link
- ⦿ Existing signalised crossing
- T Existing Sydney Trains suburban rail network
- 🚗 Existing kiss and ride
- 🚗 Proposed kiss and ride
- ♿ Existing accessible parking (relocated)
- Proposed pedestrian crossing
- Proposed bicycle route
- 🚲 Proposed bicycle parking
- B Proposed bus stop



Indicative only – subject to design development

Construction at a glance

Feature	Description
Description	Construction of North Strathfield metro station will require the continued use of the construction site established under the previous Sydney Metro West planning application Additional work will be undertaken inside the Sydney Trains rail corridor
Site access	Continued site access arrangements consistent with previous civil construction work: <ul style="list-style-type: none"> • Queen Street: left-in, right-out Additional site access: <ul style="list-style-type: none"> • Queen Street and Hamilton Street East: existing rail corridor gates • Between Strathfield Station and Rhodes Station: other existing rail corridor gates may be used on occasion
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours, including to undertake work in the rail corridor during rail possessions Underground and internal construction activities will generally take place 24 hours per day, seven days per week *Works under the previous planning approval will generally be undertaken Monday to Friday 7am–6pm and Saturday 8am–6pm with occasional work required outside of standard construction hours
Proposed maximum vehicle movements (one-way)	320 truck movements per day 360 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 136 heavy vehicle and 176 light vehicle movements per day were identified under the previous planning approval
Indicative heritage impacts	This proposal and the previous planning approval have identified the removal and replanting and/or interpretation of the gardens outside North Strathfield Station on Queen Street. These gardens form part of the station heritage listing on the Sydney Trains register
Proposed landscape changes	Minor additional* vegetation clearing will be required, mainly within the existing rail corridor Opportunities for the retention and protection of existing street trees will be identified prior to construction *Trees and vegetation were identified for removal under the previous planning approval
Proposed activities	<ul style="list-style-type: none"> • Enabling and site establishment work, including installation or retention of protection around heritage structures for North Strathfield metro station • Relocation of utilities • Work within the rail corridor • Construction and fit-out of a new aerial footbridge (to the north of the existing footbridge) to enable access and integration with the existing Sydney Trains suburban network • Station fit-out, including tie-in work to the area at the existing aerial footbridge on the eastern side of the rail corridor • Construction of station precinct and interchange facilities • Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box and removing spoil
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be required
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site

Indicative plant and equipment	Compressor Concrete mixer Concrete pump Concrete saw Concrete vibrator Excavator	Forklift Generator Grinder Hand tools Rail trolley Mobile cranes	Bored piling Rock breaker/hammer Skid steer loader Tower crane	Ventilation scrubber Water pump Welding equipment	*Indicative plant and equipment varies from that identified under the previous planning approval
Proposed traffic changes	Additional* transport network modifications including: <ul style="list-style-type: none"> • Temporary relocation of the kiss and ride bays on the western side of Queen Street, between Wellbank Street and Pomeroy Street • Temporary relocation of the existing school bus stops on the western and eastern sides of Queen Street, north of Wellbank Street • Permanent new traffic signals at the Queen Street / Wellbank Street intersection • Permanent changes to Queen Street / Beronga Street / Pomeroy Street intersection, in consultation with stakeholders *There were no traffic changes proposed under the previous planning approval				
Proposed public transport changes	No additional* impacts on the operation of buses or trains are anticipated Work within the rail corridor will generally be undertaken during scheduled Sydney Trains rail possessions *The previous planning application identified the need for the temporary relocation of the bus stop on the western side of Queen Street north of Wellbank Street and the potential reconfiguration of access to North Strathfield Station				
Proposed street parking changes	Continued parking changes including: <ul style="list-style-type: none"> • Permanent removal of around 20 on-street parking spaces on the western side of Queen Street between Wellbank Street and Pomeroy Street • Temporary relocation of the kiss and ride bays on the western side of Queen Street between Wellbank Street and Pomeroy Street Additional parking changes during construction and operation including: <ul style="list-style-type: none"> • Permanent removal of around 20 car parking spaces on the eastern sides of Queen Street between Wellbank Street and Pomeroy Street 				
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal				
Indicative pedestrian and cyclist changes	No additional* changes are proposed to pedestrian and cyclist links *The previous planning approval identified the need for temporary closure of the footpath along the western side of Queen Street to facilitate site access and temporary relocation of the pedestrian crossing across Queen Street from the north to the south of Wellbank Street				

*Construction impacts specific to the previous Sydney Metro West planning approvals are outlined in the Environmental Impact Statement for 'Major civil construction work between Westmead and The Bays'



BURWOOD NORTH



↓ Metro ↓

SUSHI

Diary/ Snacks

Express

Burwood North

A new lifestyle and employment precinct for the Inner West, Burwood North Station will be located at the corner of Burwood and Parramatta roads, with entrances to the station on both the north and south sides of Parramatta Road.

A new metro station at Burwood North will take the pressure off the existing bus network along Parramatta and Burwood roads as well as the existing station providing a new, fast, frequent and reliable transport link.

Buildings within the station precinct, subject to further planning processes, could include a mix of residential, commercial and retail uses to serve the community.

Sydney Metro is working with government stakeholders to consider development that will align with the future vision of the area.

Development within the station precinct is subject to additional planning processes. There will be opportunities to have your say every step of the way.

Burwood North Station planning and development processes

Sydney Metro

Approved

Tunnelling and station excavation at Burwood North was approved on 11 March 2021 following community and stakeholder feedback.

We are here

Have your say

'Environmental Impact Statement exhibition: Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD', including Burwood North Station.

Have your say

Future development application(s) would consider adjacent station development in accordance with relevant planning processes and would include community and stakeholder engagement.

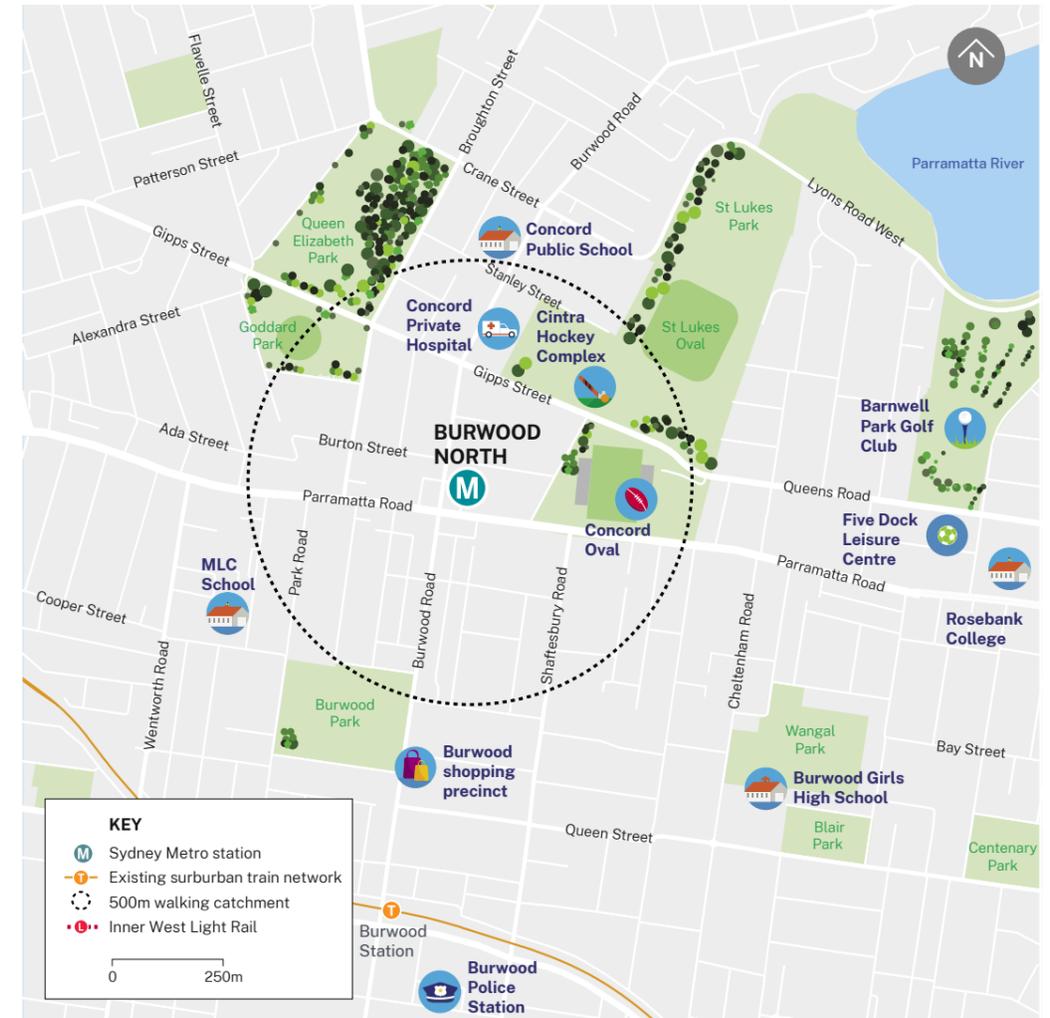
NSW Department of Planning and Environment

The Parramatta Road Corridor Urban Transformation Strategy was exhibited for feedback in 2021 and will guide planning decisions along the Parramatta Road corridor between Granville and Camperdown.

Local councils

Local council* planning assessment. Council will update their planning strategies in consideration of the Parramatta Road Corridor Urban Transformation Strategy.

*Burwood North Station spans Burwood and Canada Bay councils.



Burwood North catchment map.

Find out what else is happening at Burwood North

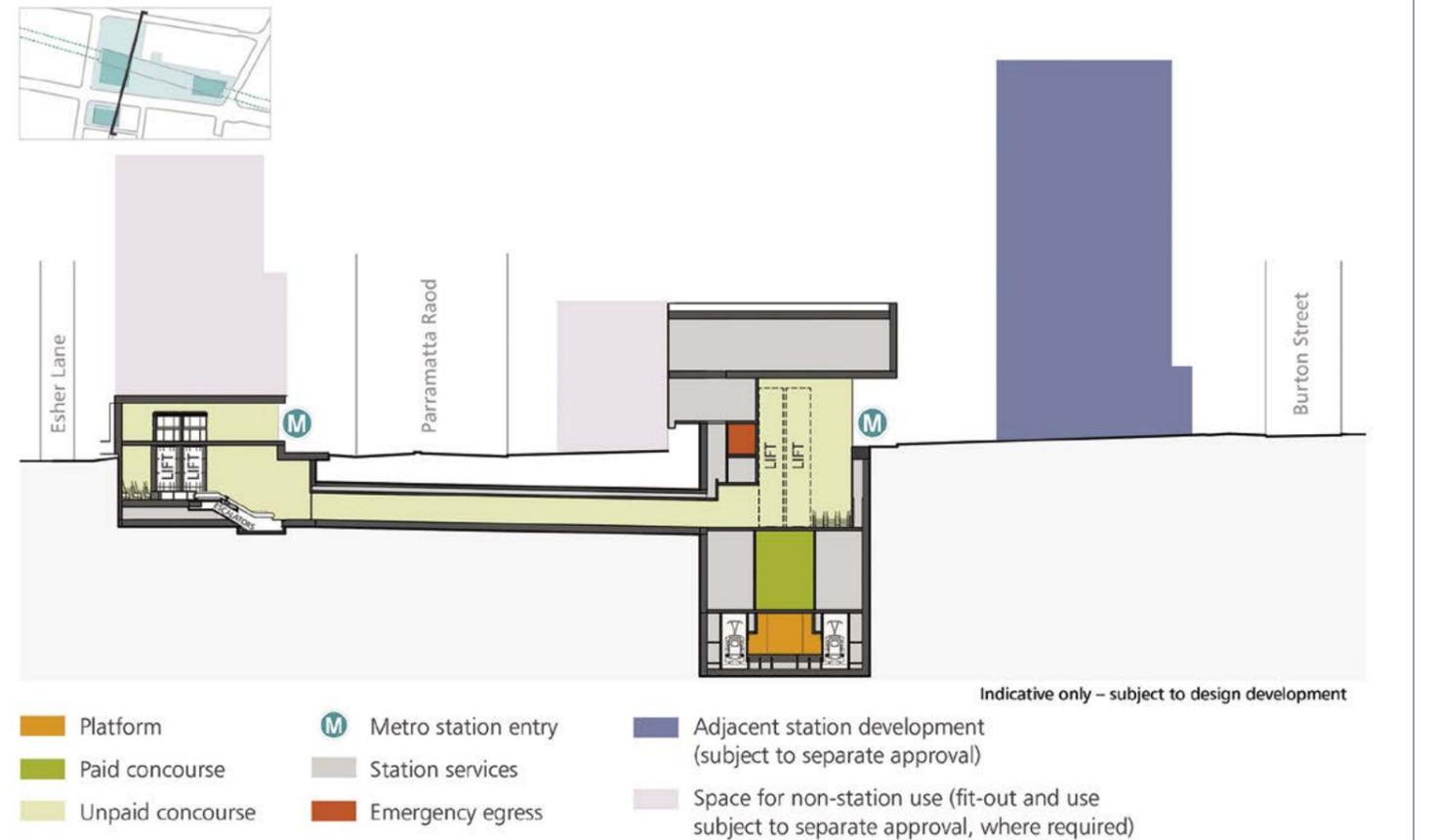
Parramatta Road Corridor Urban Transformation Strategy: The Strategy establishes a vision, Integrated Land Use and Transport Plan, and land use and planning principles to support the Corridor's transformation.

Find out more at: planning.nsw.gov.au

Station features

Key features	Description
Station entry	Two entrances are proposed – on the north-east and south-east corners of Burwood Road and Parramatta Road
Location and orientation	Underground cut-and-cover station with platforms oriented east-west
Transport connections	Suburban and potentially intercity rail network, walking and cycling, bus, point-to-point transport, kiss and ride bays
Main features and transport facilities	<ul style="list-style-type: none"> • Bicycle parking • New bicycle and pedestrian path providing access through the station precinct, connecting Parramatta Road and Burton Street • Bus interchange and shelters on Burwood Road (along with the existing bus interchange on Parramatta Road) • Kiss and ride bays and drop off and pick up areas, including an accessible kiss and ride bay on Burton Street • New public domain areas adjacent to the station entrances • New traffic signals at the intersection of Burwood Road and Burton Street • An underground pedestrian link to safely cross Parramatta Road • Provisions for future adjacent station development, station retail and other station activation opportunities (subject to separate approval) • Buildings that could be used for retail, commercial and/or community facilities (fit-out and use of these spaces will be subject to separate planning approval), including: <ul style="list-style-type: none"> – between the northern station entrance and services building to about the same height as the services building – about six to seven storeys above the southern station entrance – connected to the south of the northern entrance to about the same height as the station services building
Local government area	Canada Bay Council and Burwood Council
Customers	Customers travelling to and from nearby residential homes and travelling to work and education venues. Customers transferring to and from bus services
Provisions for over and/or adjacent station development	Adjacent station development is being considered to the north of the metro station, subject to a separate planning approval including community and stakeholder engagement Spaces that could be used for retail, commercial and/or community facilities are included as part of this proposal. The future fit-out and use of these spaces will be subject to a separate planning approval including community and stakeholder engagement

Indicative cross-section



Burwood Park.



Indicative only – subject to design development

- | | | | |
|------------------------------------|------------------------------|-----------------------------|--|
| Aboveground station infrastructure | Existing signalised crossing | Existing bus stop | Proposed accessible kiss and ride |
| Public domain | Proposed signalised crossing | Proposed bus stop | Proposed service laneway and access |
| Underground station | Existing bicycle route | Underground pedestrian link | Adjacent station development (subject to separate approval) |
| Metro tunnel and alignment | Proposed bicycle route | Proposed taxi | Space for non-station use (fit-out and use subject to separate approval, where required) |
| Metro station entry | Proposed bicycle parking | Proposed kiss and ride | |



Construction at a glance

Feature	Description
Description	Construction of Burwood North Station will require the continued use of the construction site established under the previous Sydney Metro West planning application
Site access	Continued site access arrangements consistent with previous civil construction work: <ul style="list-style-type: none"> • Parramatta Road, Burton Street and Loftus Street: left-in and left-out Potential additional site access: <ul style="list-style-type: none"> • Burwood Road: left-out
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours Underground and internal construction activities will generally take place 24 hours per day, seven days per week. This will include access to the tunnels via the stations, as well as delivery of materials *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed maximum vehicle movements (one-way)	488 truck movements per day 528 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 612 heavy vehicle and 424 light vehicle movements were identified under the previous planning approval
Indicative heritage impacts	No direct impacts to heritage items are anticipated under this proposal or the previous planning approval
Proposed landscape changes	Minor additional* removal of street trees will be required Opportunities for the retention and protection of existing street trees will be identified as part of detailed construction planning *Trees and vegetation were identified for removal under the previous planning approval
Proposed activities	<ul style="list-style-type: none"> • Enabling and site establishment work, including installation of an acoustic shed (or other acoustic measures) over the rail systems fit-out shaft at the Burwood North northern construction site • Construction of the station and structures for building uses • Station fit-out, including the underground pedestrian link below Parramatta Road, providing a permanent connection between two station entrances to the north and south of Parramatta Road • Construction of station precinct and interchange facilities, including provisions for adjacent station development • Access for tunnel fit-out and rail systems work • Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box and removing spoil
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be required
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets. A small number of parking spaces for use by engineers and other management staff on site

Feature	Description																			
Indicative plant and equipment	<table border="0"> <tr> <td>Compressor</td> <td>Generator</td> <td>Tower crane</td> <td rowspan="6">*Indicative plant and equipment varies from that identified under the previous planning approval</td> </tr> <tr> <td>Concrete mixer</td> <td>Grinder</td> <td>Ventilation scrubber</td> </tr> <tr> <td>Concrete pump</td> <td>Hand tools</td> <td>Water pump</td> </tr> <tr> <td>Concrete vibrator</td> <td>Mobile crane</td> <td>Welding equipment</td> </tr> <tr> <td>Excavator</td> <td>Bored piling</td> <td></td> </tr> <tr> <td>Forklift</td> <td>Skid steer loader</td> <td></td> </tr> </table>	Compressor	Generator	Tower crane	*Indicative plant and equipment varies from that identified under the previous planning approval	Concrete mixer	Grinder	Ventilation scrubber	Concrete pump	Hand tools	Water pump	Concrete vibrator	Mobile crane	Welding equipment	Excavator	Bored piling		Forklift	Skid steer loader	
Compressor	Generator	Tower crane	*Indicative plant and equipment varies from that identified under the previous planning approval																	
Concrete mixer	Grinder	Ventilation scrubber																		
Concrete pump	Hand tools	Water pump																		
Concrete vibrator	Mobile crane	Welding equipment																		
Excavator	Bored piling																			
Forklift	Skid steer loader																			
Proposed traffic changes	No traffic modifications are anticipated under this proposal or the previous planning approval																			
Proposed public transport changes	Additional* temporary relocation of the bus stop along the southern side of Parramatta Road in consultation with Transport for NSW, the local council and bus operators *The previous planning approval identified the need for temporary relocation of two bus stops on Parramatta Road and Burwood Road																			
Proposed street parking changes	Continued parking changes including: Temporary removal during construction: <ul style="list-style-type: none"> • About 22 on-street parking spaces on the southern side of Burton Street between Loftus Street and Burwood Road • Two on-street parking spaces on the eastern side of Loftus Street • Two spaces on Burton Street along the northern kerb to accommodate a no stopping zone and kerb setbacks Additional temporary parking removal during construction: <ul style="list-style-type: none"> • Around seven spaces along the southern side of Burton Street to accommodate the kiss and ride bays (these spaces will be temporarily removed to facilitate excavation work) Additional parking removal which would be required to be permanently removed for operation: <ul style="list-style-type: none"> • Seven on-street parking spaces on the western side of Loftus Street to provide access and egress to the new laneway • About 10 spaces on the western side of Burwood Road to accommodate two new bus stops • Around five spaces on the eastern side of Burwood Road to accommodate two new bus stops 																			
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal An acoustic shed (or other acoustic measures) will be established over the access shaft for tunnel fit-out and rail systems work																			
Indicative pedestrian and cyclist changes	No changes are proposed to existing pedestrian and cyclist links as part of this proposal or under the previous planning approval																			

*Construction impacts specific to the previous Sydney Metro West planning approvals are outlined in the Environmental Impact Statement for 'Major civil construction work between Westmead and The Bays'



FIVE DOCK

Express Store
FRESH FRUIT & VEG TABLES

LLY PI

Five Dock

Delivering rail for the first time to this area, Five Dock Station is planned to be complemented by a newly enhanced Fred Kelly Place in keeping with the area's local character and the Five Dock Town Centre Urban Design Study.

Five Dock Station is located across two separate sites – one on Great North Road, between East Street (western site) and the other at the corner of Second Avenue and Waterview Street (eastern site). The station entrance will be located at Fred Kelly Place, off Great North Road and the eastern site is proposed to be used for station facilities.

The small-scale building above the station entrance could include office spaces with retail incorporated on the ground level.

The metro station will create easy, efficient interchanges with bus networks along Parramatta Road, Victoria Road, the Drummoyne Peninsula and parts of the Inner West. It will support Five Dock as a vibrant and friendly village to live in, work in, and visit, strengthening the heart of the community.

The new metro precinct will seamlessly integrate with the existing Fred Kelly Place, creating a large plaza area that is safe and attractive to use during the day and night.

Now is the time to have your say.

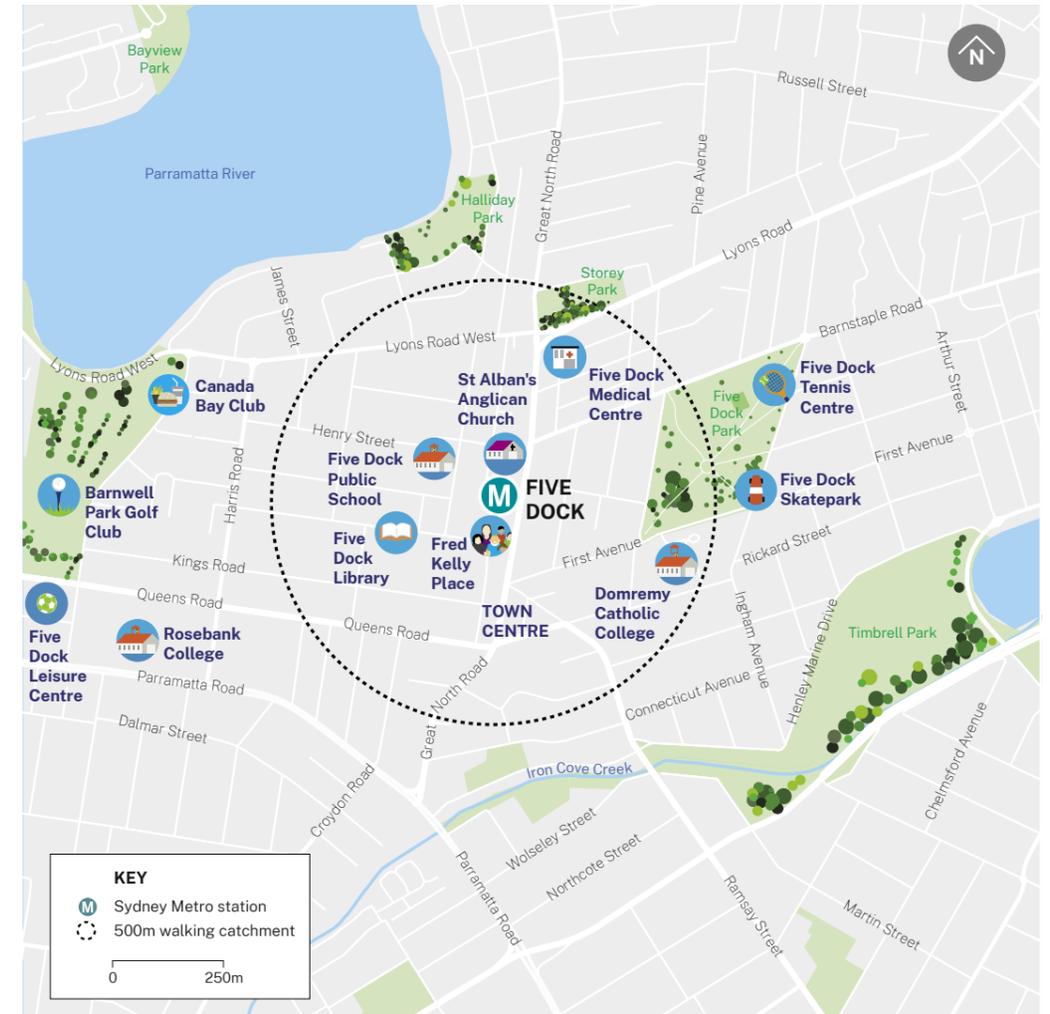
Five Dock Station planning processes

Sydney Metro

Tunnelling and station excavation at Five Dock was approved on 11 March 2021 following community and stakeholder feedback.



'Environmental Impact Statement exhibition: Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD', including Five Dock Station.



Five Dock catchment map.

Find out what else is happening at Five Dock

Five Dock Town Centre Urban Design Study: This study identified a 20-year vision for the Five Dock precinct.

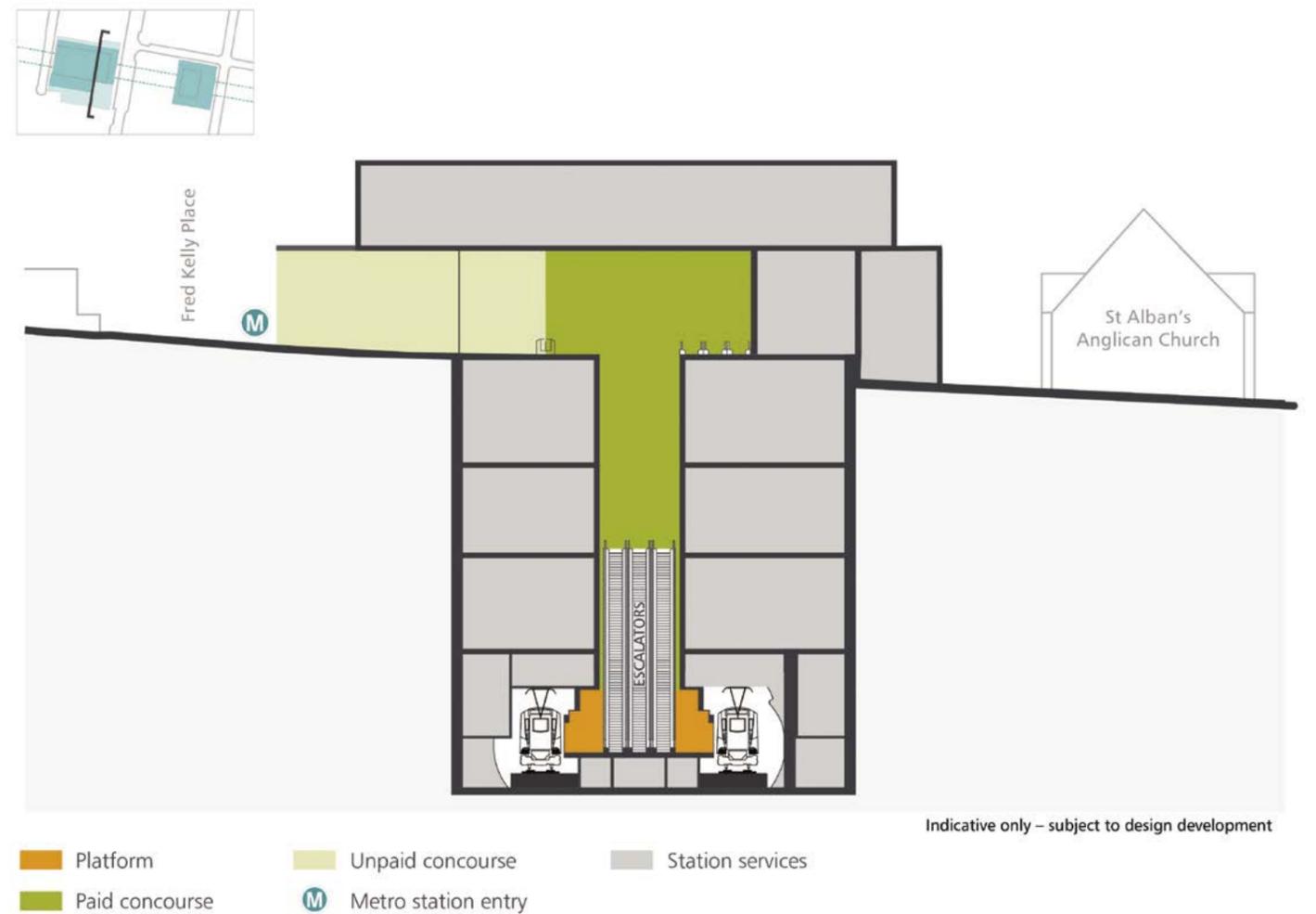
Find out more at: canadabay.nsw.gov.au/council/vision-and-projects/major-development-projects/five-dock-revitalisation-streetscape-upgrade

An artist's impression of Five Dock Station.

Station features

Key features	Description
Station entry	One entrance off Great North Road
Location and orientation	Underground cavern station with platforms oriented east-west
Transport connections	Suburban rail, walking and cycling, bus, point-to-point transport, kiss and ride bays
Main features and transport facilities	<ul style="list-style-type: none"> • Bicycle parking • New bicycle path connections through the station precinct • Bus interchange on both sides of Great North Road • Kiss and ride bays on Waterview Street, Second Avenue, East Street (accessible) and during peak hours on Garfield Street and Second Avenue • Point-to-point transport on Garfield Street • Extension of Fred Kelly Place to the new station entrance • Widening of the signalised pedestrian crossing on Great North Road • Footpath widening on both sides of Great North Road near crossings and bus stops • Loading area for station operations • Building spaces above the station and at ground level that could be used for retail, commercial and/or community facilities (fit-out and use of these spaces will be subject to separate planning approval), including structures connected to the eastern and western sites • Safeguarding the potential for laneways and linkages around the station services building
Local government area	Canada Bay Council
Customers	Customers travelling to and from nearby residential homes, customers travelling to work and education venues, and customers transferring to and from bus services
Provisions for over and/or adjacent station development	No over and/or adjacent station development is planned Spaces that could be used for retail, commercial and/or community facilities are included as part of this proposal. The future fit-out and use of these spaces will be subject to a separate planning approval including community and stakeholder engagement

Indicative cross-section



Five Dock.



Indicative only – subject to design development

- | | | |
|------------------------------------|------------------------------|-------------------------------------|
| Aboveground station infrastructure | Existing bus stop | Proposed bicycle parking |
| Public domain | Proposed bus stop | Proposed taxi |
| Underground station | Proposed pedestrian crossing | Proposed kiss and ride |
| Metro tunnel and alignment | Proposed bicycle route | Proposed accessible kiss and ride |
| Metro station entry | | Proposed service laneway and access |

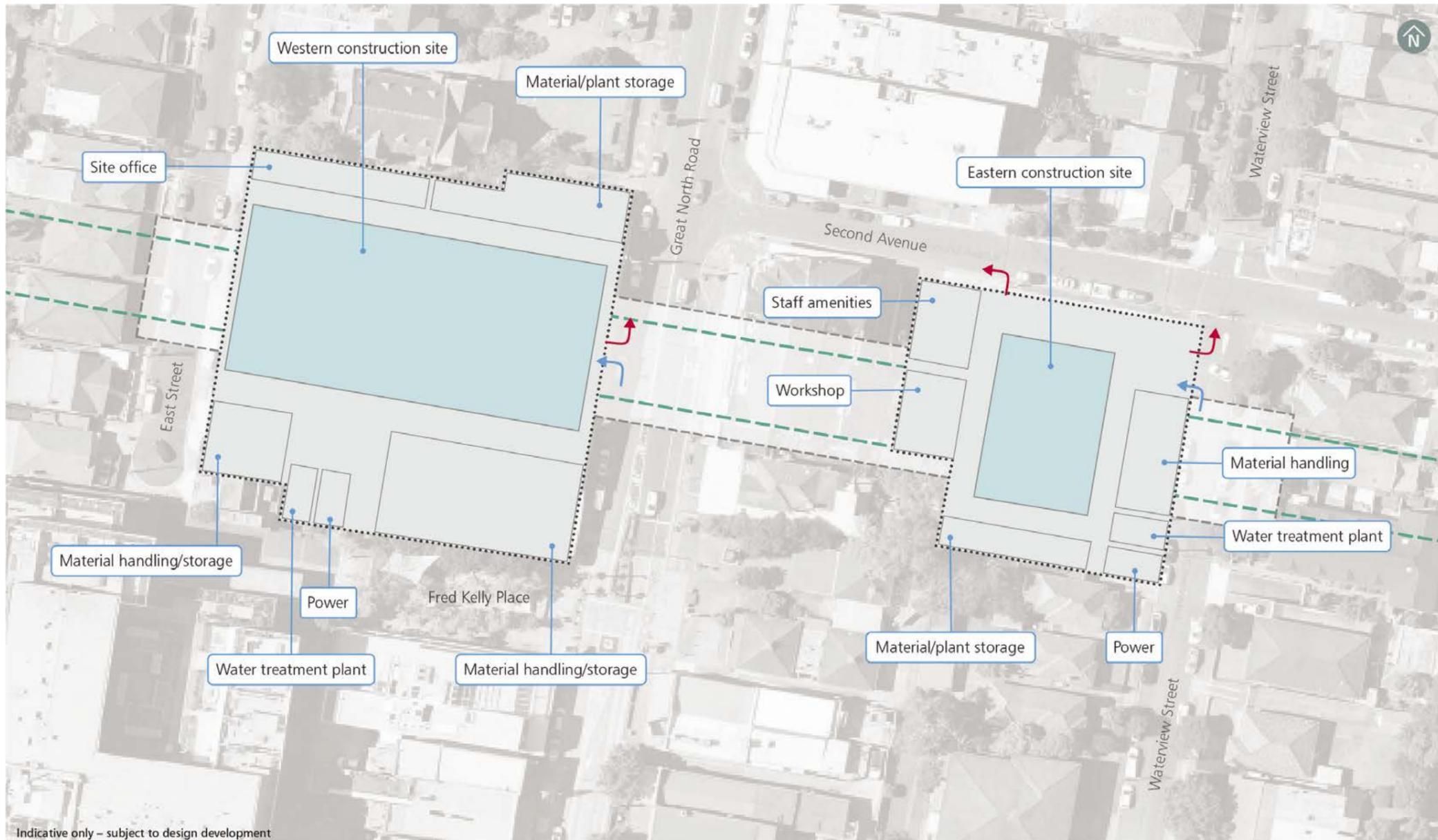


Construction at a glance

Feature	Description																					
Description	Construction of Five Dock Station will require the continued use of the construction sites established under the previous Sydney Metro West planning application																					
Site access	Continued site access arrangements consistent with previous civil construction work Eastern construction site: <ul style="list-style-type: none"> • Waterview Street: left-in, left out • Second Avenue: left-out Sydney Metro will undertake further investigations into alternative egress from the eastern construction site in consultation with the local council <ul style="list-style-type: none"> • Western construction site • Great North Road: left-in, left-out 																					
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day																					
Proposed maximum vehicle movements (one-way)	448 truck movements per day 502 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 422 heavy vehicle and 272 light vehicle movements per day were identified under the previous planning approval																					
Indicative heritage impacts	No direct impacts to heritage items are anticipated as part of this proposal or under the previous planning approval																					
Proposed landscape changes	No additional* street trees are anticipated to be removed around the construction site *Trees and vegetation were identified for removal under the previous planning approval																					
Proposed activities	<ul style="list-style-type: none"> • Enabling and site establishment work • Minor excavation for the station building • Construction of the station and buildings • Station fit-out • Construction of station precinct and interchange facilities • Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box and removing spoil																					
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be required																					
Proposed staff parking	Contractors will be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site																					
Indicative plant and equipment	<table border="0"> <tr> <td>Compressor</td> <td>Forklift</td> <td>Bored piling</td> <td>Ventilation scrubber</td> <td rowspan="5">*Indicative plant and equipment varies from that identified under the previous planning approval</td> </tr> <tr> <td>Concrete mixer</td> <td>Generator</td> <td>Rock breaker/hammer</td> <td>Water pump</td> </tr> <tr> <td>Concrete pump</td> <td>Grinder</td> <td>Skid steer loader</td> <td>Welding equipment</td> </tr> <tr> <td>Concrete vibrator</td> <td>Hand tools</td> <td>Tower crane</td> <td></td> </tr> <tr> <td>Excavator</td> <td>Mobile crane</td> <td></td> <td></td> </tr> </table>	Compressor	Forklift	Bored piling	Ventilation scrubber	*Indicative plant and equipment varies from that identified under the previous planning approval	Concrete mixer	Generator	Rock breaker/hammer	Water pump	Concrete pump	Grinder	Skid steer loader	Welding equipment	Concrete vibrator	Hand tools	Tower crane		Excavator	Mobile crane		
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Concrete mixer	Generator	Rock breaker/hammer	Water pump																			
Concrete pump	Grinder	Skid steer loader	Welding equipment																			
Concrete vibrator	Hand tools	Tower crane																				
Excavator	Mobile crane																					

Proposed traffic changes	Continued temporary transport network modifications including: <ul style="list-style-type: none"> • Waterview Street one-way northbound from main car park to Second Avenue • Second Avenue one-way westbound from Second Avenue to Great North Road
Proposed transport changes	No public transport changes under this proposal or the previous planning approval
Proposed street parking changes	Continued parking changes include temporary removal of parking spaces during construction: <ul style="list-style-type: none"> • About 12 on-street parking spaces along the western side of Great North Road • About 10 on-street parking spaces along the western side of Waterview Street and southern side of Second Avenue Additional permanent parking changes for station access and interchange: <ul style="list-style-type: none"> • Three spaces, including one accessible parking space on East Street, to accommodate access to the station loading dock • About 12 on-street parking spaces along the western side of Great North Road to facilitate a bus stop • About two spaces along the southern side of Second Avenue west of Waterview Street to accommodate the new kiss and ride bay • About three spaces, including one accessible parking space on East Street, to accommodate access to the station loading dock Parking spaces planned to be converted into kiss and ride spaces during AM and PM peak hours only including: <ul style="list-style-type: none"> • About five spaces on Second Avenue (between Great North Road and Waterview Street) • About three spaces on Waterview Street • About two spaces on Garfield Street
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal
Indicative pedestrian and cyclist changes	No changes are proposed to existing pedestrian and cyclist links as part of this proposal or under the previous planning approval

*Construction impacts specific to the previous Sydney Metro West planning approvals are outlined in the Environmental Impact Statement for 'Major civil construction work between Westmead and The Bays'



Indicative only – subject to design development

- Construction site
- Underground station
- Underground station cavern
- Metro tunnel and alignment
- Outbound truck egress
- Inbound truck access

0 20m

Indicative construction program

Construction phase	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030					
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4																
Construction at Five Dock under previous Sydney Metro West planning application																								
Approved major civil construction work (Westmead to The Bays)																								
Construction of this proposal																								
Enabling and site establishment work																								
Station construction																								
Station fit-out work																								
Station testing and commissioning																								
Station precinct and interchange work																								
Tunnel rail systems testing and commissioning																								



THE BAYS



The Bays

The Bays Station will form part of The Bays West Stage 1 Master Plan. Set to be Sydney’s newest harbour-side precinct, Bays West will provide for 77 hectares of regenerated and repurposed land. It will unlock the potential of the area as part of the innovation corridor, drawing new business, entertainment and cultural opportunities.

This transformation started in 2020 with the beginning of Sydney Metro West and will progress over the next 20–30 years to create a connected and vibrant precinct that celebrates natural, cultural, maritime and industrial stories.

The Bays Station will be located between Glebe Island and White Bay Power Station with an entrance to the south of White Bay. It will provide direct access to new public domain around The Bays Station including future parks and a waterfront walkway.

The station will prioritise connections with the surrounding communities of Balmain and Rozelle through new pedestrian and cycling links and interchange with local buses.

Sydney Metro is working closely with stakeholders to align plans for the future of Bays West. There will be opportunities to have your say every step of the way.



The Bays catchment map.

The Bays Station planning and development processes

Sydney Metro



NSW Department of Planning and Environment



Find out what else is happening at The Bays

The Bays West Place Strategy: The Department of Planning and Environment has prepared a Place Strategy for Bays West which outlines the vision, principles and key directions for the precinct.

Find out more at: planning.nsw.gov.au/Plans-for-your-area/State-Significant-Precincts/The-Bays/Bays-West

Western Harbour Tunnel and Warringah Freeway Upgrade: This Upgrade is creating a western bypass of the Sydney CBD, to provide a safer, more reliable trip.

Find out more at: rms.nsw.gov.au/projects/western-harbour-tunnel-beaches-link/index.html

Glebe Island Multi-User Facility: This Facility will provide a low-impact and sustainable way to ship construction materials into Sydney Harbour – keeping up to 1500 truckloads off the roads.

Find out more at: portauthoritynsw.com.au/projects-planning/projects/multi-user-facility-glebe-island/

M4–M5 Link Rozelle Interchange: The Rozelle Interchange is a new underground motorway interchange which provides connectivity to the M4–M5 Link Tunnels and the City West Link, and underground bypass of Victoria Road between Iron Cove Bridge and Anzac Bridge. The Rozelle Interchange also provides a connection to the future Western Harbour Tunnel.

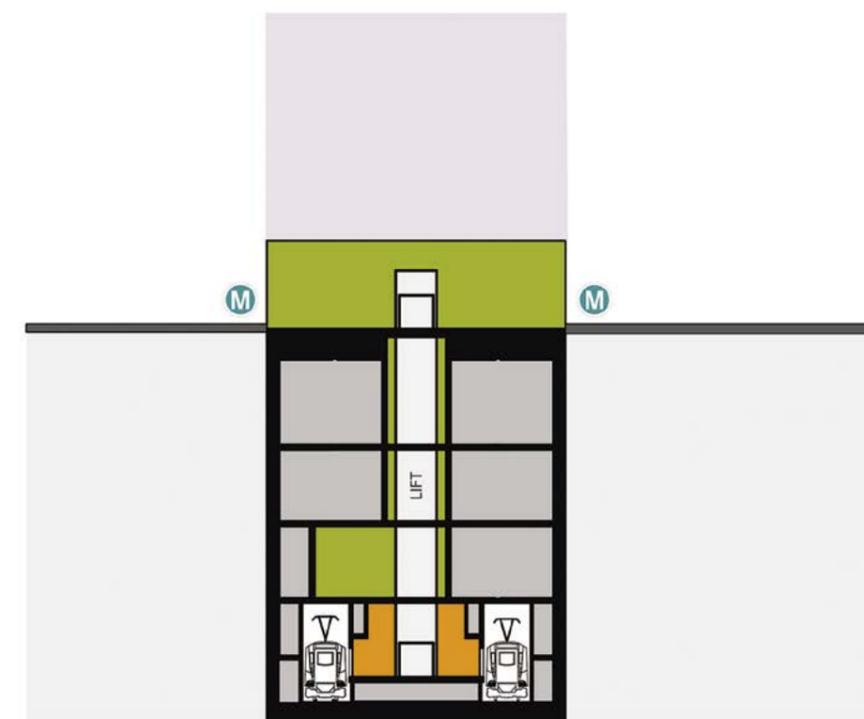
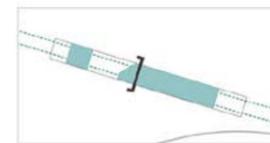
Find out more: westconnex.com.au/roads-projects/m4-m5-link-rozelle-interchange/

An artist’s impression of The Bays Station.

Station features

Key features	Description
Station entry	One entrance to the south of White Bay, near the future Bays waterfront walkway
Location and orientation	Underground cut-and-cover station with platforms oriented east-west
Transport connections	Suburban rail, walking and cycling, bus, point-to-point transport, kiss and ride bays
Main features and transport facilities	<ul style="list-style-type: none"> • Bicycle parking • Pedestrian and cyclist links through the station precinct connecting the Rozelle Parklands with the White Bay foreshore, and Rozelle and Balmain with Anzac Bridge, Pyrmont and the city • Delivery of a realigned Port Access Road within the station precinct and new footpaths • A new bus interchange on the new precinct street • Kiss and ride bays and point-to-point transport • A new pedestrian link from Robert Street to the station • Pedestrian crossings on the new precinct street • Modifications to Robert Street, including on-street parking, and a new intersection providing vehicular access to the precinct • A new precinct street adjacent to White Bay Power Station • Public areas within the station precinct including open spaces and landscaping • Public space in front of the station with connections to the foreshore and White Bay Power Station • Buildings that could be used for retail, commercial and/or community facilities (fit-out and use of these buildings will be subject to separate planning approval). This includes buildings connected to the station entrance and services building to about the same height as the station services building • Safeguarding the potential for ground-floor activation in key locations including around the station entrance and the western station services <p>Sydney Metro will continue to work with the Department of Planning and Environment to integrate The Bays Station with the surrounding precinct</p>
Local government area	Inner West Council
Customers	Customers travelling to and from nearby residential homes for work, recreation, retail and education venues, and customers transferring to and from bus services
Provisions for over and/or adjacent station development	<p>Any future development would be subject to The Bays West Place Strategy and separate planning approval including community and stakeholder engagement</p> <p>Spaces that could be used for retail, commercial and/or community facilities are included as part of this proposal. The future fit-out and use of these spaces will be subject to a separate planning approval including community and stakeholder engagement</p>

Indicative cross-section

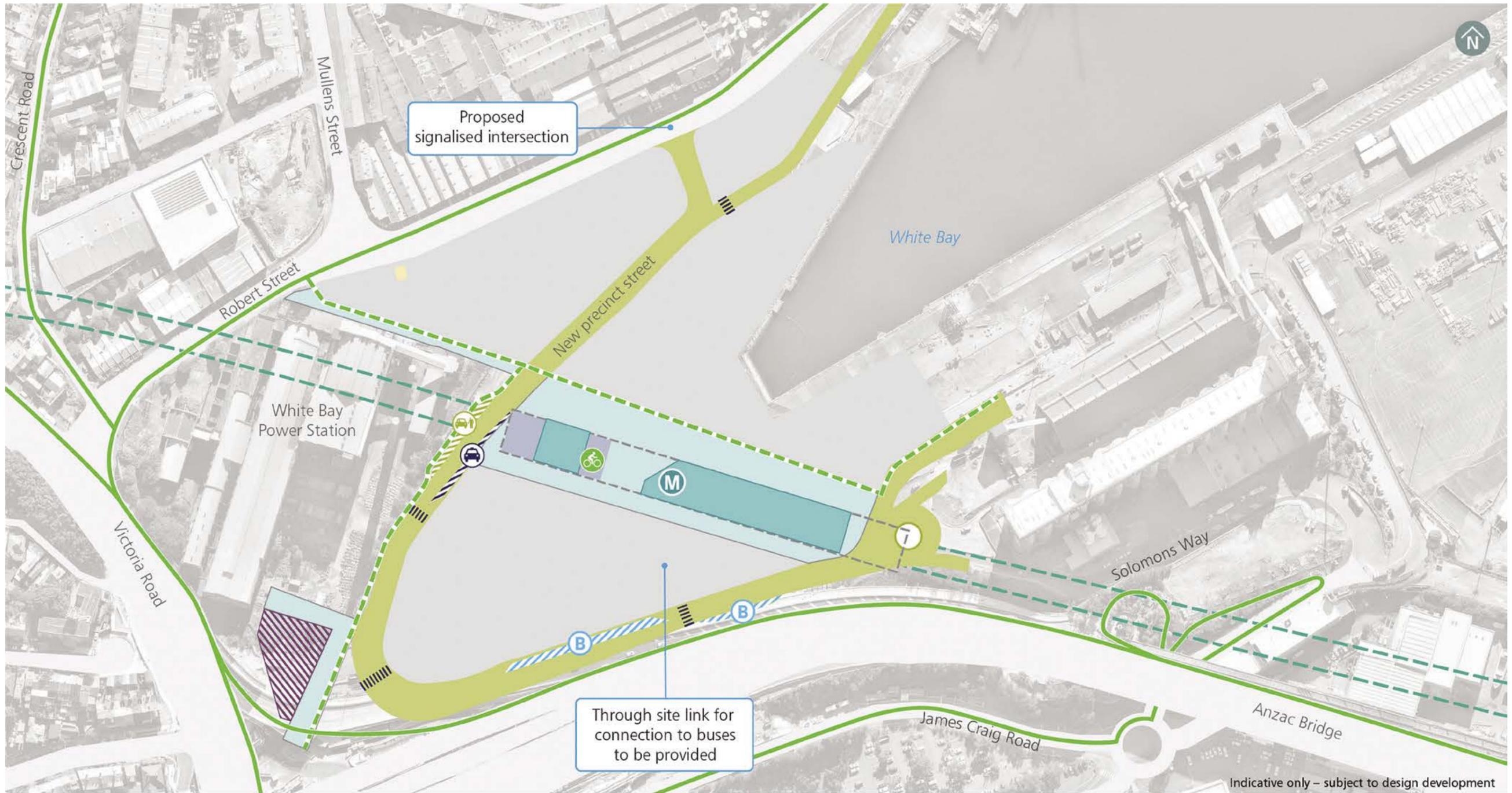


Indicative only – subject to design development

- Platform
- Paid concourse
- Station services
- Space for non-station use (fit-out and use subject to separate approval, where required)
- M Metro station entry



Rozelle.



- | | | | |
|------------------------------------|------------------------------|---|---|
| Aboveground station infrastructure | Existing bicycle route | Proposed taxi | Public domain and adjacent station development subject to NSW Department of Planning and Environment master plan (subject to separate approval) |
| Public domain | Proposed bicycle route | Proposed kiss and ride | Space for non-station use (fit-out and use subject to separate approval, where required) |
| Underground station | Proposed bicycle parking | New/reinstated road and shared footpath | |
| Metro tunnel and alignment | Proposed pedestrian crossing | Proposed traction substation | |
| Metro station entry | Proposed bus stop | Retained heritage item (aboveground) | |

Indicative only – subject to design development

0 50m

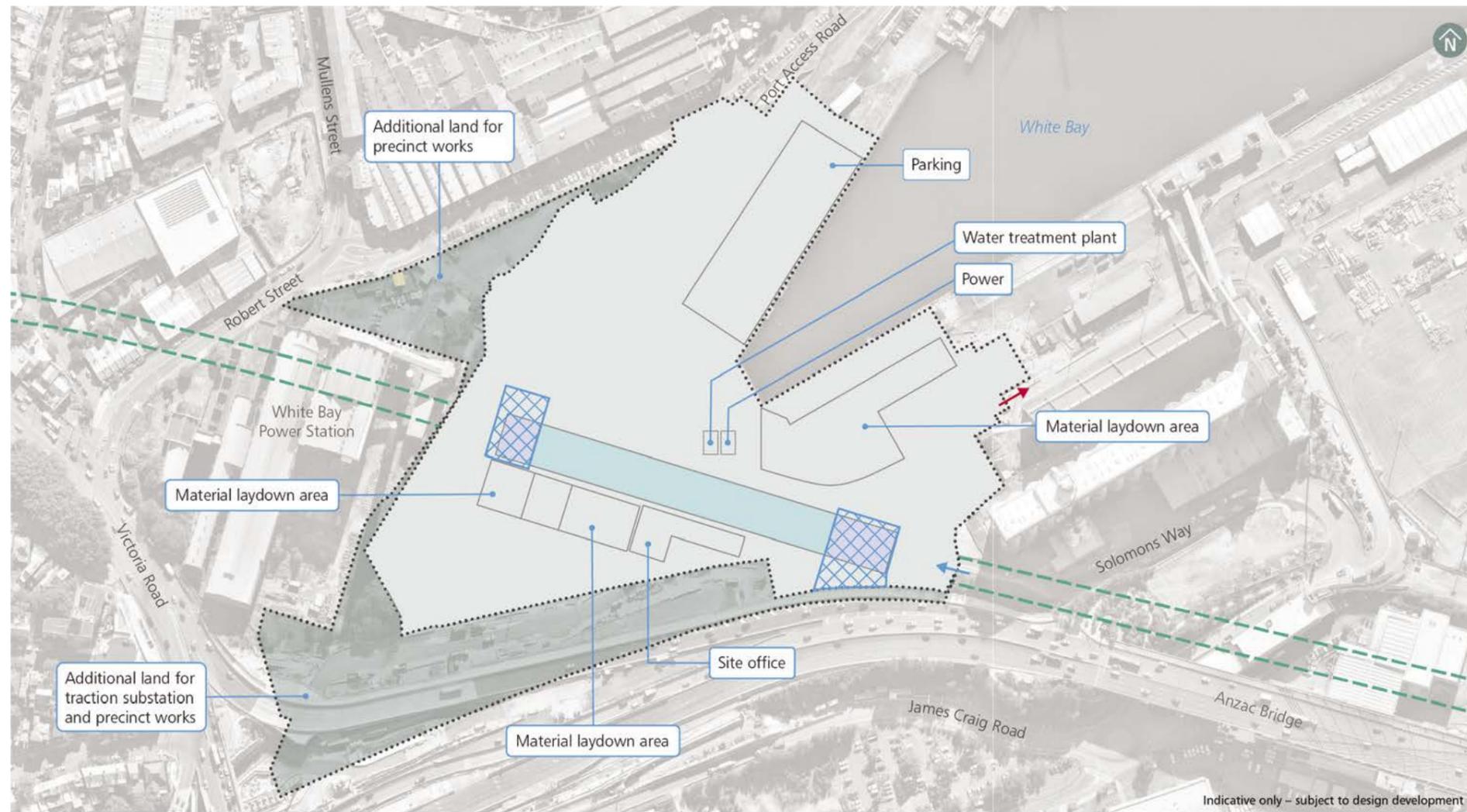
Construction at a glance

Feature	Description
Description	Construction of The Bays Station will require the continued use of the construction site established under the previous Sydney Metro West planning application
Site access	Continued site access arrangements consistent with previous civil construction work and an additional footprint adjoining this site to the west: <ul style="list-style-type: none"> James Craig Road and Solomons Way / Port Access Road: in James Craig Road and Solomons Way / Port Access Road, through to Sommersville Road: out Additional site access arrangements include: <ul style="list-style-type: none"> Robert Street: right-in, left-out
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours Underground and internal construction activities will generally take place 24 hours per day, seven days per week. This will include access to the tunnels via the stations, as well as deliveries of materials *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed maximum vehicle movements (one-way)	292 truck movements per day 300 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 990 heavy vehicle and 251 light vehicle movements were identified under the previous planning approval
Indicative heritage impacts	No additional* direct impacts to heritage items are anticipated *A previous planning approval, 'Major civil construction work between Westmead and The Bays', identified a direct impact on the landscape and yards around the former White Bay Power Station that would not affect the building
Proposed landscape changes	No removal of street trees will be required *Trees and vegetation within the construction site were identified for removal under the previous planning approval 'Major civil construction work between Westmead and The Bays'
Proposed activities	<ul style="list-style-type: none"> Enabling and site establishment work, including installation of acoustic sheds (or other acoustic measures) over rail infrastructure fit-out shafts Construction of the station and structures Station fit-out Construction of station precinct and interchange facilities, including provisions for adjacent station development Flood mitigation work from Robert Street, near its intersection with Mullens Street, through the site to White Bay, including a culvert beneath the Port Access Road Road work, including construction of a new precinct street, intersection upgrade and associated footpaths to service the port, White Bay Cruise Terminal and provide through-site access Construction of a traction substation Access for tunnel fit-out and rail systems work Finishing work, testing and commissioning *Previous planning approvals identified work related to road works at Port Access Road and Solomons Way, site establishment and demolition, excavating the station box, launching tunnel boring machines, tunnelling and roadheader support, removing spoil, cavern concrete lining works and concrete segment storage

Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approvals and will continue to be provided			
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site			
Indicative plant and equipment	Compressor	Forklift	Bored piling	*Indicative plant and equipment varies from that identified under the previous planning approval
	Concrete mixer	Generator	Skid steer loader	
	Concrete pump	Grinder	Ventilation scrubber	
	Concrete vibrator	Hand tools	Water pump	
	Excavator	Mobile crane	Welding equipment	
Proposed traffic changes	Additional* temporary traffic changes involve a new intersection and line-marking on Robert Street *Road works at Port Access Road and Solomons Way were undertaken as part of a separate planning approval process			
Proposed transport changes	No public transport changes under this proposal or the previous planning approvals			
Proposed street parking changes	There will be no continued parking changes under the previous planning approvals To accommodate the proposed road network changes on Robert Street east of Mullens Street, parking spaces will be reduced from 124 to around 52			
Proposed noise management	Sydney Metro branded hoarding will be erected around the perimeter of the construction site. An acoustic shed (or other acoustic measures) will be installed over the access shaft for tunnel fit-out and rail systems work			
Indicative pedestrian and cyclist changes	No changes are proposed to existing pedestrian and cyclist links			

*Construction impacts specific to previous Sydney Metro West planning approvals are outlined the Environmental Impact Statements for 'Major civil construction work between Westmead and The Bays ' and 'Major civil construction between The Bays and Sydney CBD'

Indicative construction site map



- Construction site
- Additional footprint for this proposal
- Underground station
- Rail systems fit-out shaft
- Acoustic shed (or other acoustic measure)
- Metro tunnel and alignment
- Retained heritage item
- ➔ Primary outbound truck egress
- ➔ Primary inbound truck access

0 50m

Indicative construction program

Construction phase	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030					
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Construction at The Bays under previous Sydney Metro West planning applications																								
Approved major civil construction work (Westmead to The Bays)	●—————●																							
Proposed major civil construction work (The Bays to Sydney CBD)					●—————●																			
Construction of this proposal																								
Enabling and site establishment work									●															
Station construction									●—————●															
Station fit-out work									●—————●															
Station testing and commissioning									●—————●															
Station precinct and interchange work									●—————●															
Tunnel fit-out and rail systems work									●—————●															
Tunnel rail systems testing and commissioning									●—————●															

PYRMONT

BREWED BEANS



Pymont

Pymont Station will greatly enhance plans to revitalise this inner-city precinct by encouraging jobs, investment and economic growth. The station will enable a new level of connectivity to the Pymont Peninsula and prioritise pedestrian movement through vibrant street frontages and open public spaces.

The station will be located between Pymont Bridge Road and Union Street with entrances on both streets.

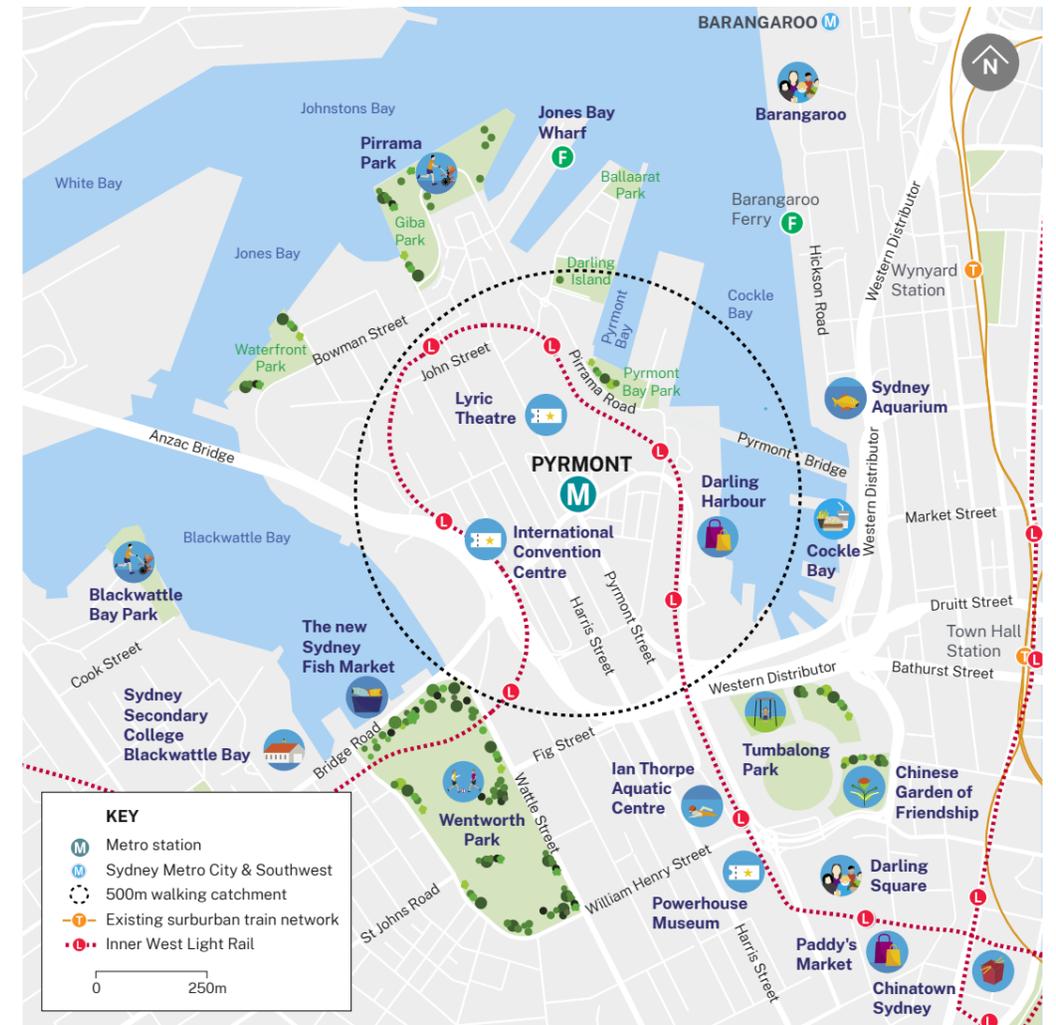
Pymont Station will be a key enabler for growth and change on the Pymont Peninsula, all on the doorstep of Darling Harbour, Blackwattle Bay, the New Sydney Fish Market and the Sydney CBD.

Buildings above the station could support knowledge-intensive jobs, public domain, retail and residential activities.

Future development will be informed by the Pymont Place Strategy and will enhance the area's heritage, amenity and local character.

Sydney Metro is working closely with stakeholders to align plans for the future of the Pymont.

Development within the station precinct is subject to additional planning processes. There will be opportunities to have your say every step of the way.



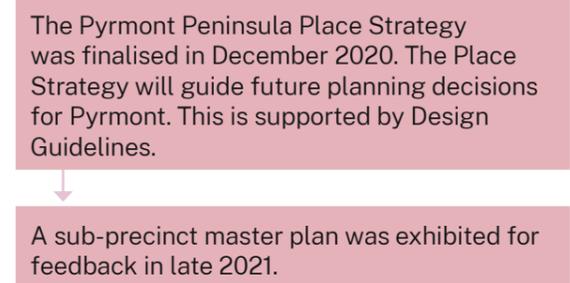
Pymont catchment map.

Pymont Station planning and development processes

Sydney Metro



NSW Department of Planning and Environment



Find out what else is happening at Pymont

Pymont Peninsula: The Strategy provides a 20-year framework that identifies areas that can accommodate future growth in Darling Island, Blackwattle Bay, Tumbalong Park and Ultimo sub-precincts, while enabling more gradual growth in the Pirrama, Pymont village and Wentworth Park sub-precincts.

Find out more at: planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Pymont-Peninsula

The new Sydney Fish Market: The NSW Government is building an iconic and authentic Sydney Fish Market at the head of Blackwattle Bay, which will lead the long-awaited revitalisation of the area.

Find out more at: infrastructure.nsw.gov.au/projects-nsw/new-sydney-fish-market/

Blackwattle Bay: The NSW Government is revitalising Blackwattle Bay to deliver an authentic, vibrant and sustainable place connected to Sydney's iconic harbour.

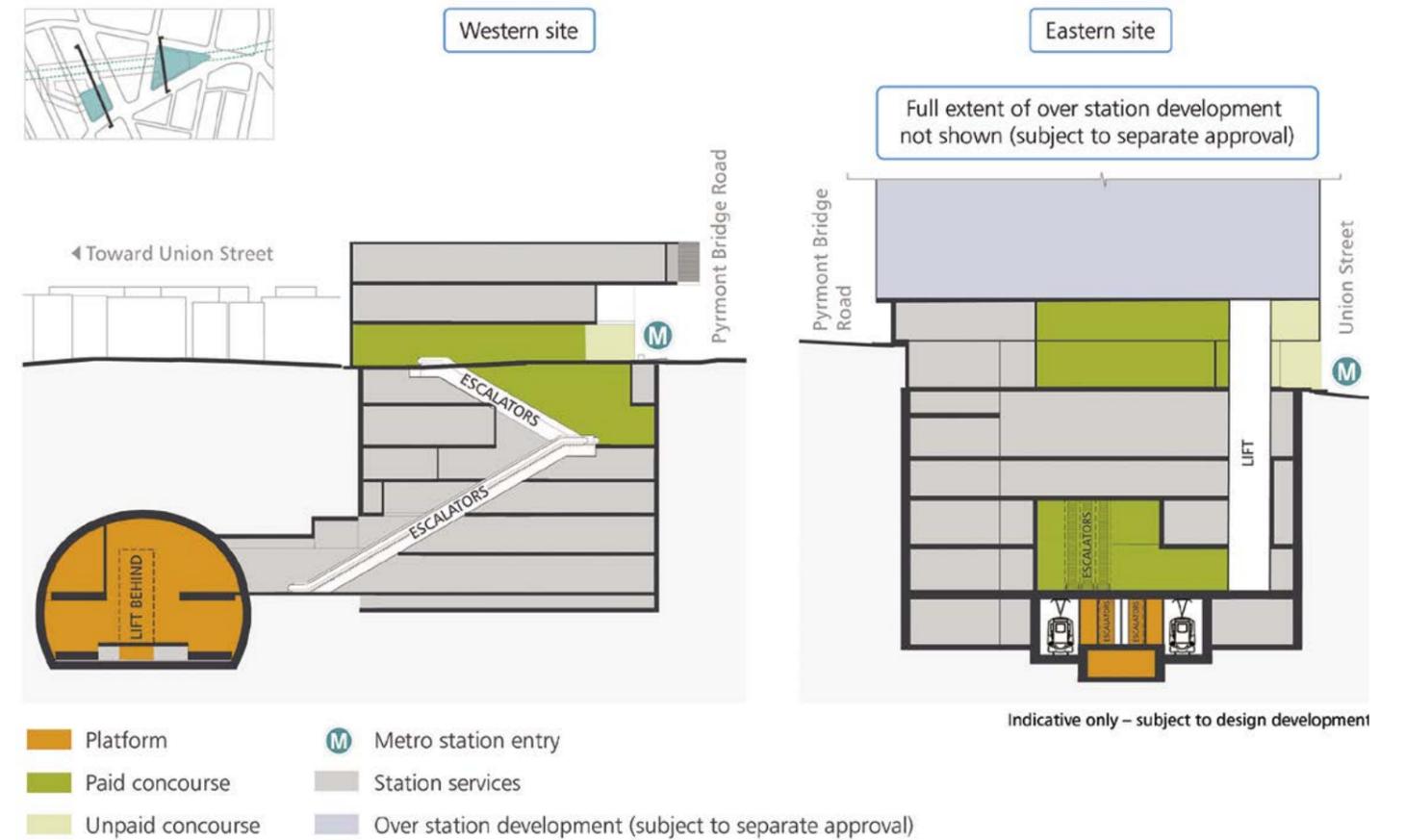
Find out more at: infrastructure.nsw.gov.au/projects-nsw/blackwattle-bay/

An artist's impression of Pymont Station.

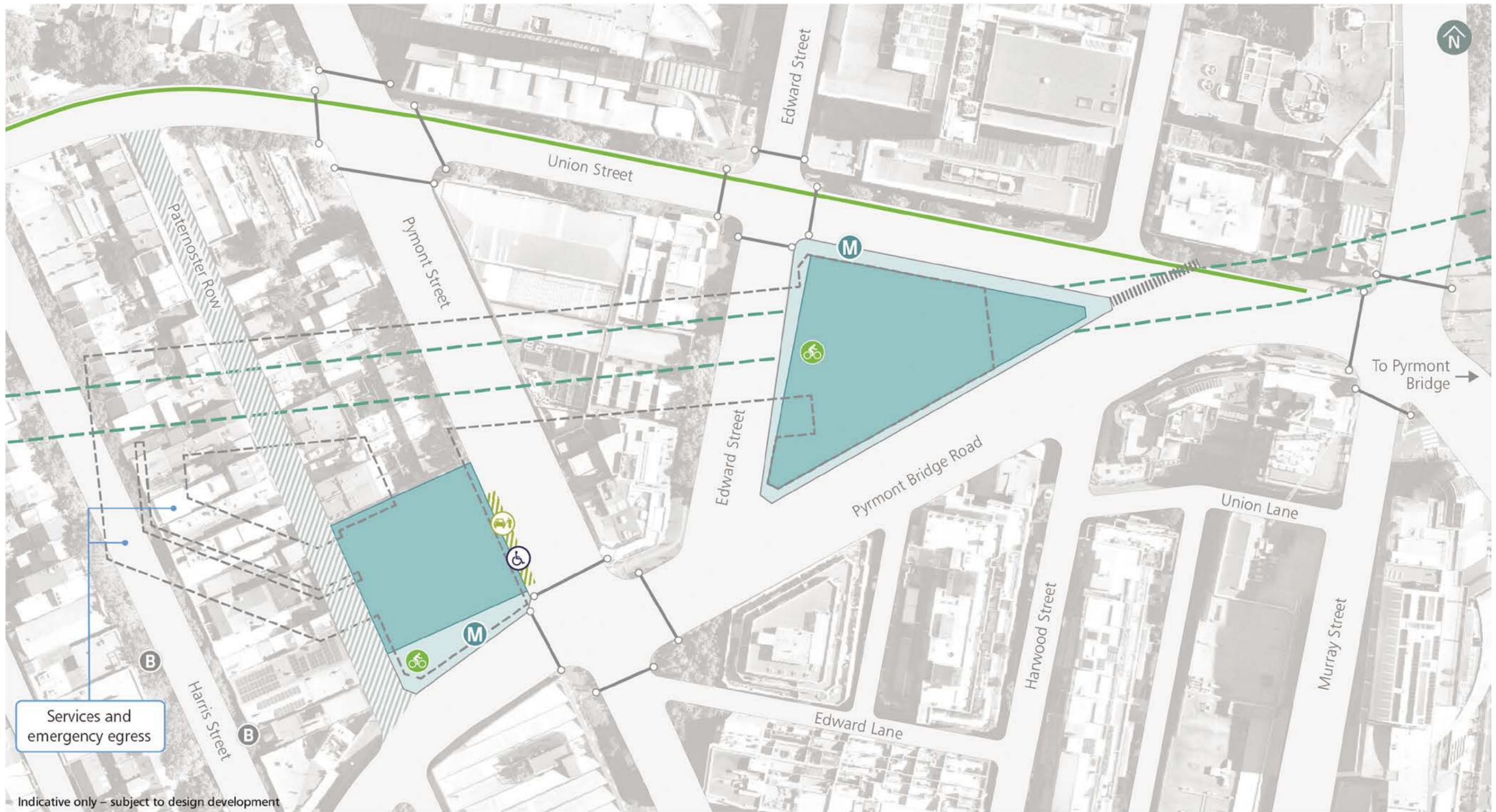
Station features

Key features	Description
Station entry	Two entrances – one on Union Street and one on Pyrmont Bridge Road
Location and orientation	Underground cavern station with platforms oriented east–west
Transport connections	Suburban rail, light rail, walking and cycling, bus, point-to-point transport, kiss and ride bays
Main features and transport facilities	<ul style="list-style-type: none"> • Bicycle parking • Accessible kiss and ride bays • Public areas at the station entrances • Easy access to existing pedestrian and cyclist links along Miller Street, Union Street and across Pyrmont Bridge • Buildings that could be used for retail, commercial and/or community facilities (fit-out and use of these spaces will be subject to separate planning approval), within the above-ground station services infrastructure • Opportunities for pockets of public open space around the Union Street and Pyrmont Bridge Road intersection • Opportunities for ground floor retail in key locations, including along Union Street at the eastern entrance
Local government area	City of Sydney Council
Customers	Customers travelling to and from nearby residential homes, customers travelling to work, recreation, retail, dining and entertainment venues, and customers transferring to and from bus and light rail services
Provisions for over and/or adjacent station development	Over station development is being considered within the metro station precinct and will be subject to a separate planning approval including community and stakeholder engagement

Indicative cross-section



Pyrmont.



Indicative only – subject to design development

- | | | | |
|------------------------------------|------------------------------|--------------------------|-----------------------------------|
| Aboveground station infrastructure | Metro station entry | Existing bicycle route | Proposed kiss and ride |
| Public domain | Existing signalised crossing | Existing bus stop | Proposed accessible kiss and ride |
| Underground station | Existing pedestrian crossing | Proposed bicycle parking | |
| Metro tunnel and alignment | Existing shared zone | | |

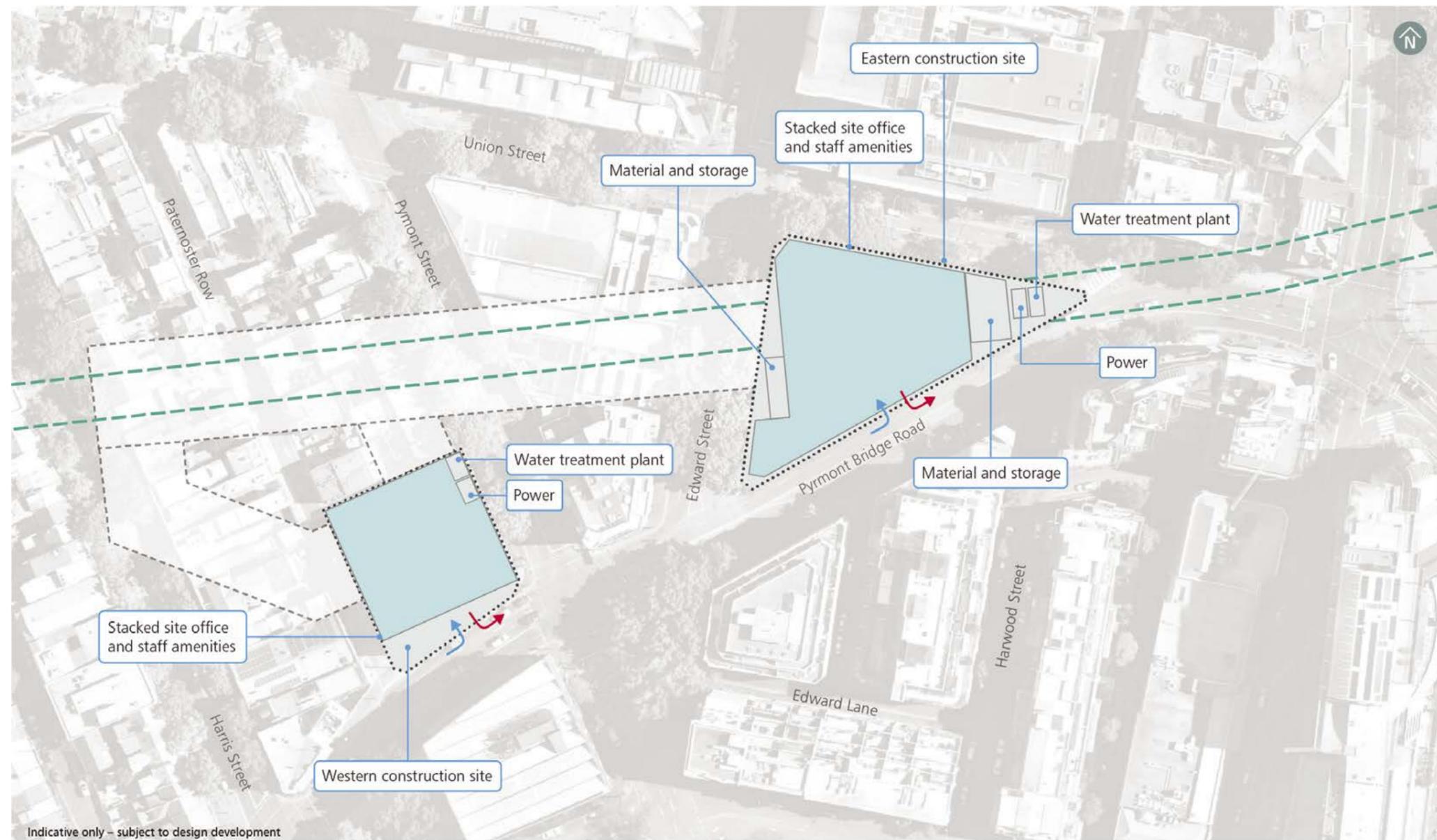
0 10m

Construction at a glance

Feature	Description
Description	Construction of Pyrmont Station will require the continued use of the construction sites established under the previous Sydney Metro West planning application
Site access	Continued site access arrangements are consistent with previous civil construction work: <ul style="list-style-type: none"> Pyrmont Bridge Road: left-in, left out Additional site access arrangements include: <ul style="list-style-type: none"> Union Street: left-in, left-out
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours Underground and internal construction activities will generally take place 24 hours per day, seven days per week *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed maximum vehicle movements (one-way)	336 truck movements per day 472 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 146 heavy vehicle and 156 light vehicle movements per day were identified under the previous planning approval
Indicative heritage impacts	No additional* direct impacts to heritage items are anticipated *The previous planning approval identified a building of potential local heritage significance within the western site that requires demolition to facilitate construction
Proposed landscape changes	Minor additional* removal of street trees will be required Opportunities for the retention and protection of existing street trees will be identified prior to construction *The previous planning approval identified that some street trees will be removed around the construction sites
Proposed activities	<ul style="list-style-type: none"> Enabling and site establishment work Construction of the station and buildings Station fit-out Construction of station precinct and interchange facilities, including provisioning for over station development Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box, underground roadheader work, cavern concrete lining and removing spoil
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be required
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site

Feature	Description																			
Indicative plant and equipment	<table border="0"> <tr> <td>Compressor</td> <td>Generator</td> <td>Tower crane</td> <td rowspan="6">*Indicative plant and equipment varies from that identified under the previous planning approval</td> </tr> <tr> <td>Concrete mixer</td> <td>Grinder</td> <td>Ventilation scrubber</td> </tr> <tr> <td>Concrete pump</td> <td>Hand tools</td> <td>Water pump</td> </tr> <tr> <td>Concrete vibrator</td> <td>Mobile crane</td> <td>Welding equipment</td> </tr> <tr> <td>Excavator</td> <td>Bored piling</td> <td></td> </tr> <tr> <td>Forklift</td> <td>Skid steer loader</td> <td></td> </tr> </table>	Compressor	Generator	Tower crane	*Indicative plant and equipment varies from that identified under the previous planning approval	Concrete mixer	Grinder	Ventilation scrubber	Concrete pump	Hand tools	Water pump	Concrete vibrator	Mobile crane	Welding equipment	Excavator	Bored piling		Forklift	Skid steer loader	
Compressor	Generator	Tower crane	*Indicative plant and equipment varies from that identified under the previous planning approval																	
Concrete mixer	Grinder	Ventilation scrubber																		
Concrete pump	Hand tools	Water pump																		
Concrete vibrator	Mobile crane	Welding equipment																		
Excavator	Bored piling																			
Forklift	Skid steer loader																			
Proposed traffic changes	No temporary traffic changes under this proposal or the previous planning approval																			
Proposed transport changes	No additional* public transport changes *The previous planning approval identified decommissioning of the bus stop on Pyrmont Bridge Road, adjacent to the Pyrmont Station western construction site																			
Proposed street parking changes	Continued parking changes involving temporary removal of around 27 on-street car-parking spaces along Union Street between Edward Street and Pyrmont Bridge Road and a loading zone on Union Street between Pyrmont Street and Pyrmont Bridge Road Additional permanent parking changes to facilitate access and transport interchange include: <ul style="list-style-type: none"> two on-street spaces on Pyrmont Street (close to Pyrmont Bridge Road) to accommodate the proposed accessible kiss and ride space one on-street space on Union Street fronting the proposed eastern station entry to provide additional pedestrian space near the station entry four on-street spaces on Edward Street to accommodate proposed vehicular accesses 																			
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal																			
Indicative pedestrian and cyclist changes	Continued temporary traffic changes include: <ul style="list-style-type: none"> Closure of the southern footpath on Union Street between Edward Street and Pyrmont Bridge Road 																			

*Construction impacts specific to the previous Sydney Metro West planning approval are outlined the Environmental Impact Statement for 'Major civil construction between The Bays and Sydney CBD'



Indicative only – subject to design development

- Construction site
 - Underground station
 - Metro tunnel and alignment
 - Underground station cavern
 - Primary outbound truck egress
 - Primary inbound truck access
- 0 10m

Indicative construction program

Construction phase	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030					
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4																
Construction at Pymont under previous Sydney Metro West planning application																								
Proposed major civil construction work (The Bays to Sydney CBD)																								
Construction of this proposal																								
Enabling and site establishment work																								
Station construction																								
Station fit-out work																								
Station testing and commissioning																								
Station precinct and interchange work																								
Tunnel rail systems testing and commissioning																								



SQUARE



↓ Platforms ↓

↑ Platforms ↑

Hunter Street

This landmark station will have entrances on George, Hunter and O’Connell streets – providing direct access to the CBD commercial core, a major employment area, and Sydney’s premier tourist destination around the harbour. It will also provide easy access to Pitt Street Mall, Circular Quay and Sydney Harbour.

Hunter Street Station will become a new hub adjoining George Street and Sydney Light Rail, with open spaces that prioritise pedestrian movement in and around the station.

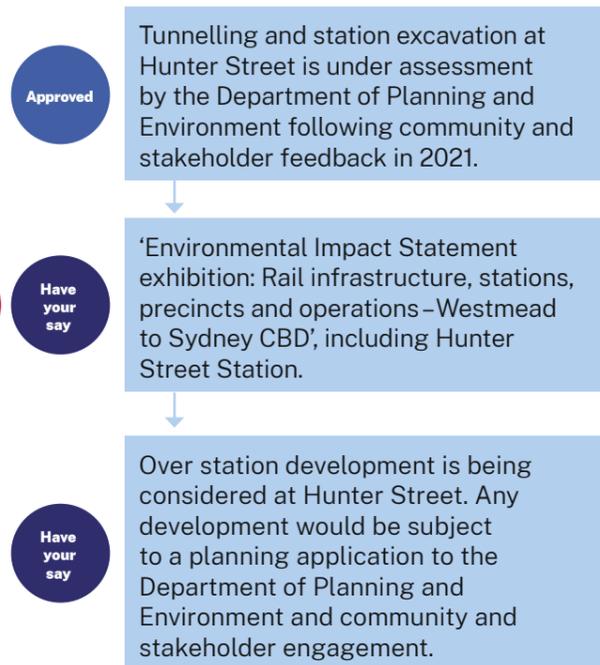
Proposed underground walkways will allow for easy transit all the way from Martin Place to Barangaroo.

Buildings above the station could include commercial office space with a large active precinct on the ground level fronting George Street, Hunter Street, O’Connell Street and Bligh Street to support a vibrant public domain.

Hunter Street Station is subject to additional planning processes. There will be opportunities to have your say every step of the way.

Hunter Street Station planning and development processes

Sydney Metro



The City of Sydney Council

Hunter Street Station Planning Proposal.
A planning proposal will be exhibited to support proposed over station development at Hunter Street.



Hunter Street catchment map.

Find out what else is happening in the Sydney CBD

Sydney Metro City & Southwest: In 2024, Sydney will have 31 metro railway stations and a 66-kilometre stand-alone metro railway system, revolutionising the way Australia’s biggest city travels. The project includes a new metro station at Barangaroo, integrated station developments at Martin Place, Pitt Street and new metro platforms at Central Station.

Find out more at: sydnymetro.info/citysouthwest/project-overview

Sydney Light Rail: The new CBD and South East Light Rail is transforming public transport in Sydney, providing high capacity, clean and reliable services.

Find out more at: mysydneycbd.nsw.gov.au/projects/cbd-and-south-east-light-rail

Circular Quay Renewal: Transport for NSW (TfNSW) is leading the renewal project in close collaboration with the Department of Planning and Environment and other NSW Government agencies.

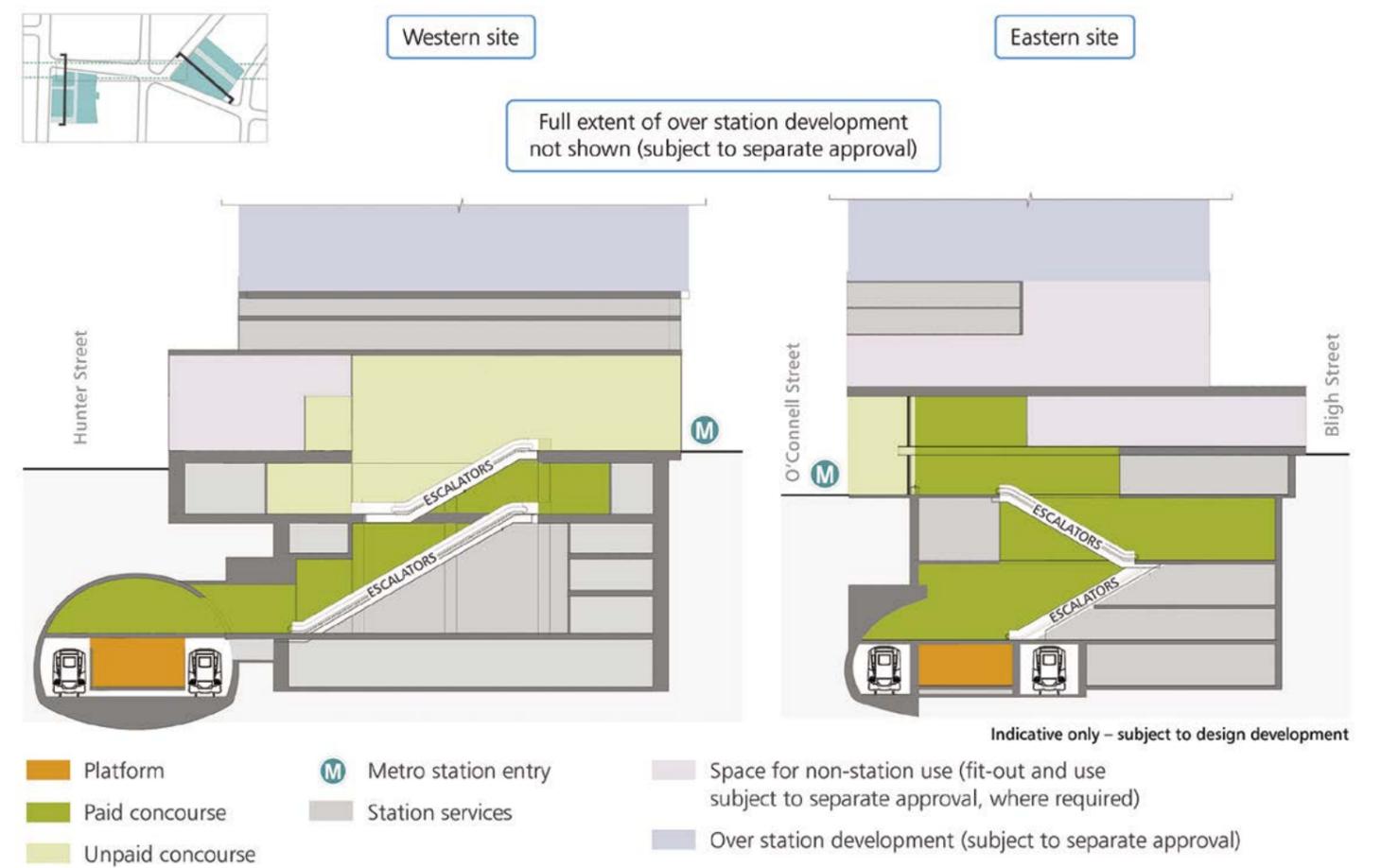
Find out more at: transport.nsw.gov.au/projects/current-projects/circular-quay-renewal

An artist’s impression of Hunter Street Station.

Station features

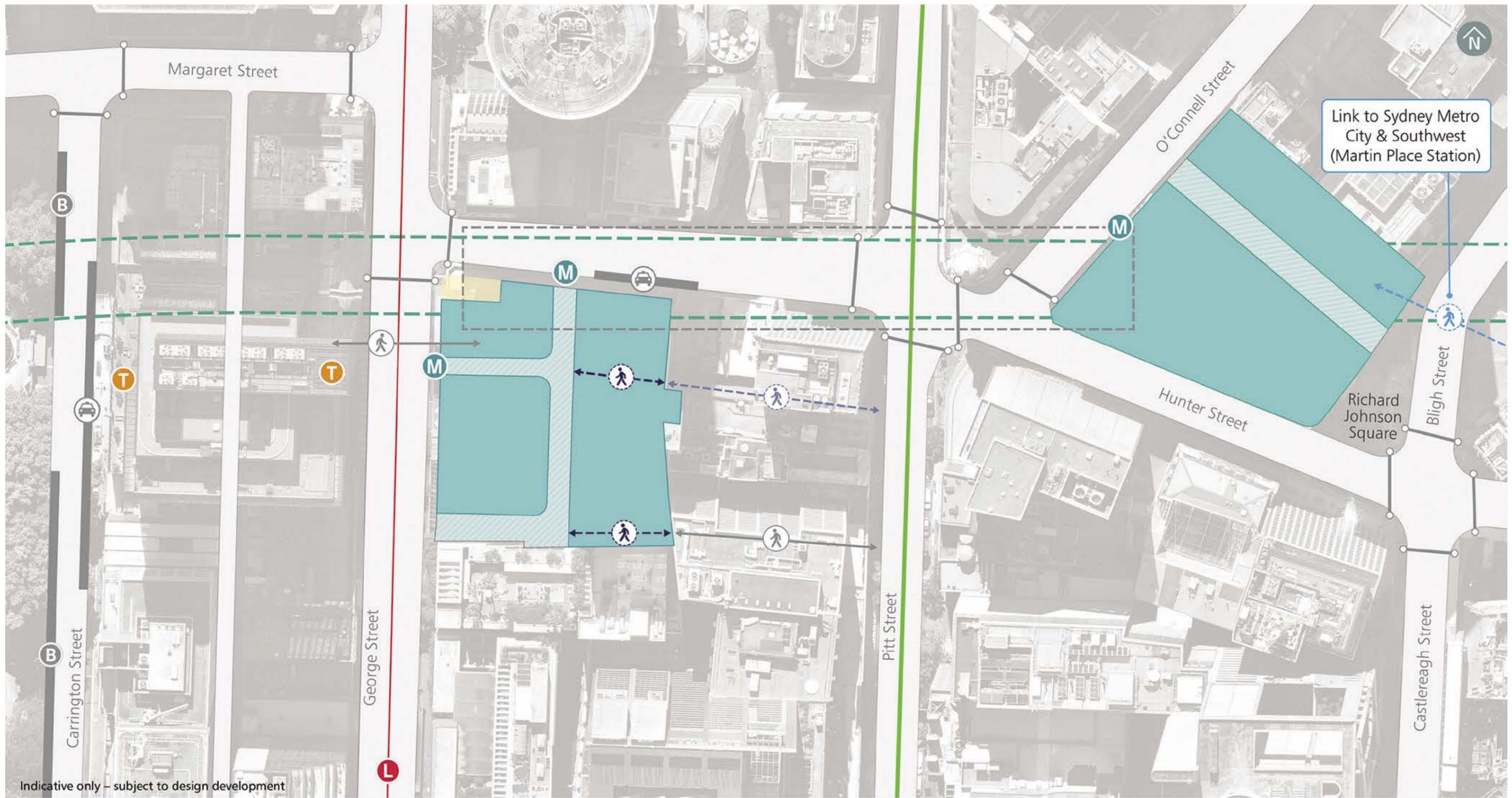
Key features	Description
Station entry	Entrances at: <ul style="list-style-type: none"> • George Street • Hunter Street • O'Connell Street • Bligh Street (via through-site link). Underground connections to Wynyard Station and Martin Place metro station
Location and orientation	Underground cavern station with platforms oriented east-west
Transport connections	Sydney Metro City & Southwest, suburban and intercity rail, light rail, walking and cycling, bus, point-to-point transport
Main features and transport facilities	<ul style="list-style-type: none"> • Underground pedestrian connections to the Sydney Trains network at Wynyard and Sydney Metro City & Southwest at Martin Place • Through-site links at the proposed station entrances • The George Street entrance opening up onto a pedestrianised George Street and opposite Wynyard Station and next to a light rail stop • Buildings to provide space for future uses (fit-out and use of these spaces will be subject to separate approval, where required) at both sites
Local government area	City of Sydney Council
Customers	Customers travelling to and from nearby residential homes and travelling to work, recreation, retail and dining venues. Customers transferring to and from rail, bus and light rail services
Provisions for over and/or adjacent station development	Over station development is being considered within the metro station precinct and will be subject to a separate planning approval including community and stakeholder engagement

Indicative cross-section



Sydney CBD.

Indicative layout and key design elements



Indicative only – subject to design development

- | | | | |
|------------------------------------|--|--|------------------------|
| Aboveground station infrastructure | Existing pedestrian link | Existing bicycle route | Existing taxi |
| Through site links | Proposed underground pedestrian link | Existing Sydney Trains suburban rail network | Retained heritage item |
| Underground station | Potential future pedestrian connection | Existing Light Rail | |
| Metro tunnel and alignment | Indicative pedestrian link (delivered by others) | Existing bus stop | |
| Metro station entry | Existing signalised crossing | | |

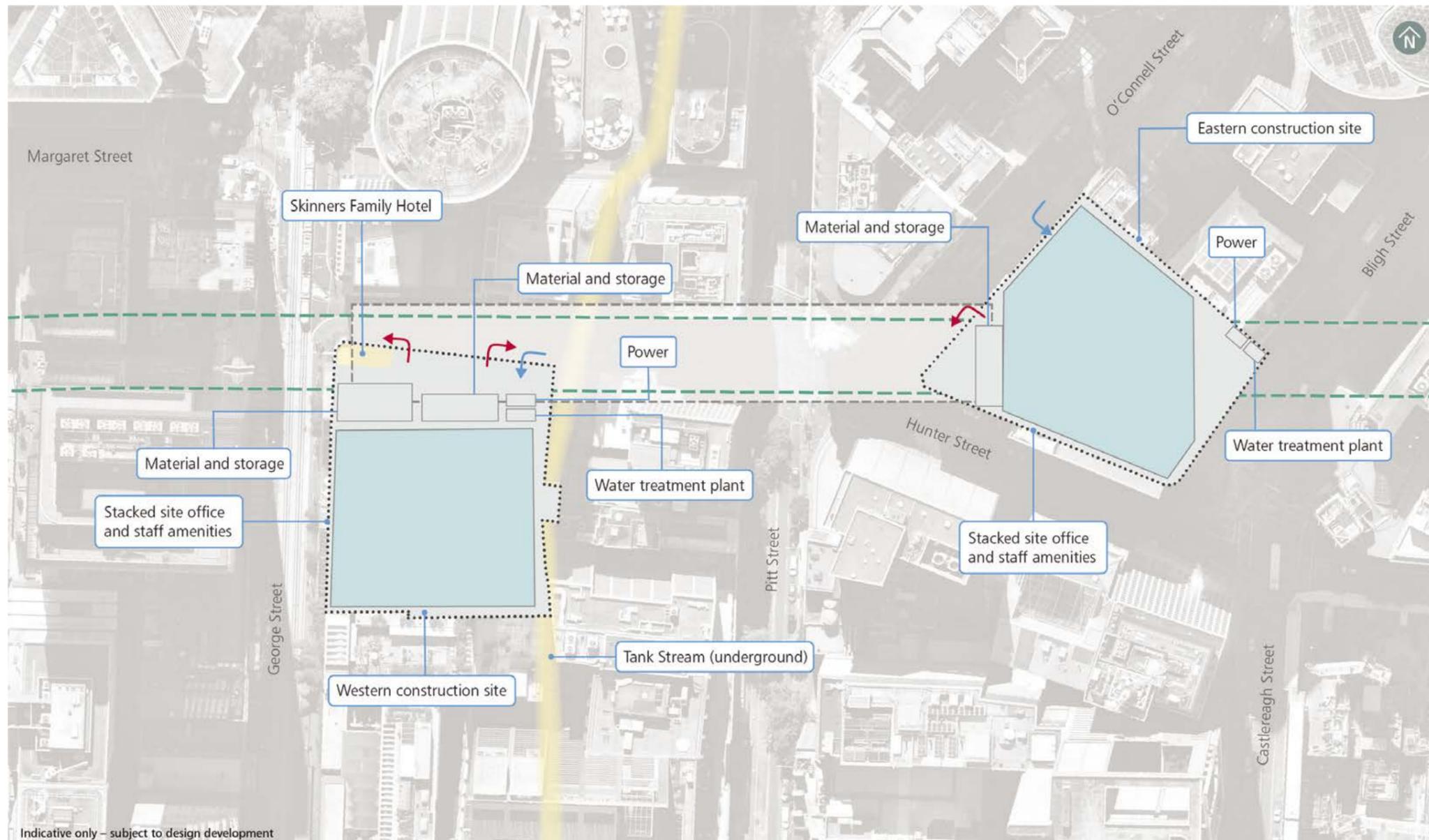


Construction at a glance

Feature	Description
Description	Construction of Hunter Street Station will require the continued use of the construction sites established under the previous Sydney Metro West planning application
Site access	Continued site access arrangements consistent with previous civil construction work: <ul style="list-style-type: none"> • Hunter Street: left-in, left-out, right-out • O'Connell Street: left-in, left-out
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours Underground and internal construction activities will generally take place 24 hours per day, seven days per week *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed maximum vehicle movements (one-way)	420 truck movements per day 446 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 162 heavy vehicle and 208 light vehicle movements were identified under the previous planning approval
Indicative heritage impacts	No additional* direct impacts to heritage items are anticipated *The previous planning approval identified that heritage listed items within or directly adjacent to sites such as the Bennelong Sewer, the Tank Stream and the Former Skinners Family Hotel at Hunter Street will be retained and protected during construction
Proposed landscape changes	No additional* removal of street trees is anticipated *The previous planning approval identified that some street trees will be removed around the construction sites
Proposed activities	<ul style="list-style-type: none"> • Enabling and site establishment work, including installation or retention of protection around the Skinners Family Hotel heritage structure • Construction of the station and buildings • Station fit-out • Construction of station precinct and interchange facilities, including provisioning for over station development • Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, excavating the station box and removing spoil
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be required
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site

Indicative plant and equipment	Compressor Concrete mixer Concrete pump Concrete vibrator Excavator Forklift	Generator Grinder Hand tools Mobile crane Bored piling Skid steer loader	Tower crane Ventilation scrubber Water pump Welding equipment	*Indicative plant and equipment varies from that identified under the previous planning approval
Proposed traffic changes	No additional* traffic changes *The previous planning approval identified the need for full permanent closure of De Mestre Place			
Proposed transport changes	No public transport changes under this proposal or the previous planning approval			
Proposed street parking changes	Continued parking changes including: <ul style="list-style-type: none"> • Temporary removal of on-street parking spaces along Hunter Street adjacent to the western construction site • Temporary removal of on-street parking spaces along O'Connell Street adjacent to the eastern construction site • Temporary extension of a morning peak clearway on the northern side of Hunter Street between Pitt Street and Bligh Street (in addition to the existing evening peak clearway) 			
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal			
Indicative pedestrian and cyclist changes	No additional* changes are proposed to existing pedestrian and cyclist links *The previous planning approval identified that the underground pedestrian route from Wynyard to the Hunter Connection in the CBD will also be closed during construction. Pedestrians will be diverted to the surface, which will remain open. The underground route will re-open when Hunter Street Station opens, to facilitate transit between Martin Place and Barangaroo. The cycle route on Pitt Street will be unaffected by the works			

*Construction impacts specific to the previous Sydney Metro West planning approval are outlined the Environmental Impact Statement for 'Major civil construction between The Bays and Sydney CBD'



Indicative only – subject to design development

- Construction site
 - Underground station
 - Underground station cavern
 - Metro tunnel and alignment
 - Retained heritage item
 - ➔ Primary outbound truck egress
 - ➔ Primary inbound truck access
- 0 25m

Indicative construction program

Construction phase	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030					
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4																
Construction at Hunter Street under previous Sydney Metro West planning application																								
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Station precinct and interchange work																								
Tunnel rail systems testing and commissioning																								

Clyde stabling and maintenance facility

Sydney’s new metro railway is a state-of-the-art driverless system. Sydney Metro West will be controlled from the Clyde stabling and maintenance facility.

Trains will also be stabled, cleaned and maintained at Clyde. At the 24-hour-a-day operations control centre, expert train controllers will monitor every aspect of the system, including the lifts, escalators and platform screen doors used in the fully-accessible railway.

Permanent power supply for the project will be provided by a new substation. Signalling and communications systems will control and monitor the trains, tunnel and platforms to deliver a safe and reliable journey. The system, which includes hundreds of cameras, minimises the time trains are stopped at stations and the time between each train. It is a secure system with no external connections, as a safeguard. Australia’s first driverless railway, the Metro North West Line, has carried about 40 million customers since services started in May 2019 and, around the world, millions of people use driverless networks everyday in cities like Paris, Singapore, Dubai and Hong Kong. Before passenger services start, the operator will have to be accredited by the National Rail Safety Regulator.

Rosehill services facilities

A services facility will be located at Rosehill (within the Clyde stabling and maintenance facility site) to provide fresh air ventilation to the tunnels and emergency egress. The services facility will include an above-ground building for mechanical, electrical and ventilation equipment, with a vertical shaft to connect to the tunnels below. The services facilities could also include electrical rooms, fire systems, emergency lighting and signage, and ancillary rooms supporting the ventilation system and amenities for personnel.

Find out what else is happening in Clyde and Rosehill

The Camellia–Rosehill Place Strategy: This draft place strategy is a 20-year plan to breathe new life into Camellia–Rosehill, building on its industrial past and taking advantage of its most vital asset – the Parramatta River. Sydney Metro is working with DPE as part of the Camellia–Rosehill Place Strategy to understand any potential future use of surrounding residual land at the site following construction.

Find out more at: pp.planningportal.nsw.gov.au/camelia-rosehill-place-strategy

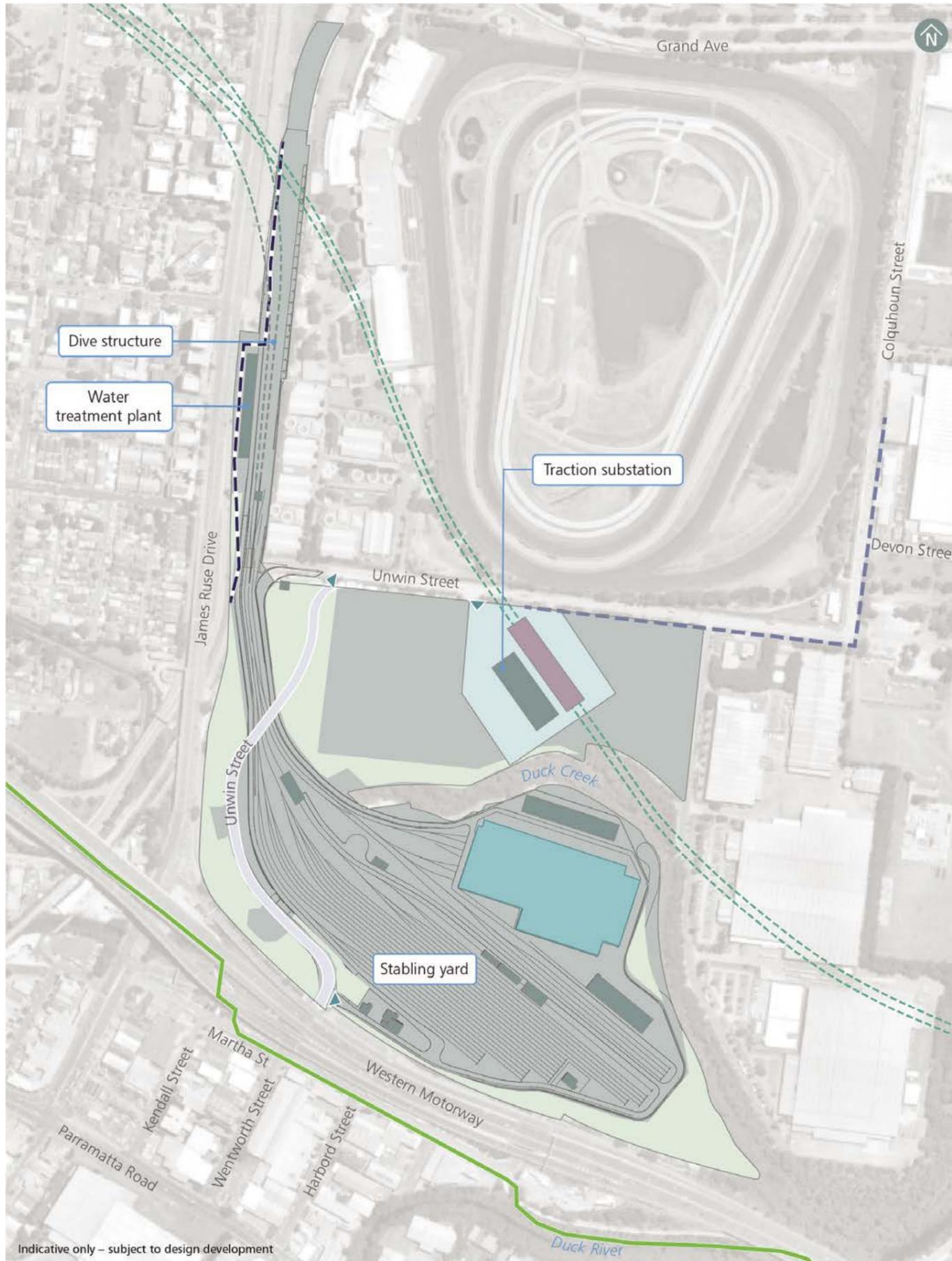


Trains Facility in Rouse Hill.

Station features

Key features	Description
Location and orientation	The stabling and maintenance facility is located within the Clyde and Rosehill industrial area to the north of the M4 Western Motorway and to the east of James Ruse Drive. Duck Creek sits to the north and east of the site Metro trains will come and go from a dive structure to the north of the site, adjacent to James Ruse Drive. Vehicular access will be via Wentworth Street and Unwin Street
Main features	<p>Clyde stabling and maintenance facility</p> <ul style="list-style-type: none"> • Stabling tracks to store trains • A train maintenance centre, sidings and depot • Workshops for the maintenance of railway infrastructure components • Vehicle equipment measurement systems building • Train wash / bio wash and graffiti removal facility • Wheel lathe and heavy wash building • Test track to undertake training, testing, commissioning and maintenance • Operations control centre and administration building • Dangerous goods building • Cleaners building • Train servicing and maintenance equipment <p>Sydney Metro is investigating options for the location of the water treatment plant within the Clyde stabling and maintenance facility and Rosehill services facility site, including locations closer to the Rosehill services facility</p> <p>Rosehill services facility</p> <ul style="list-style-type: none"> • Tunnel ventilation plant rooms and associated air distribution equipment • A central open shaft over a track, to allow for open air ventilation • Inserting and extracting mechanical equipment • Access to the track crossover • Supply power to Sydney Metro West during operation (via a traction substation within the Rosehill services facility)

Indicative layout and key design elements

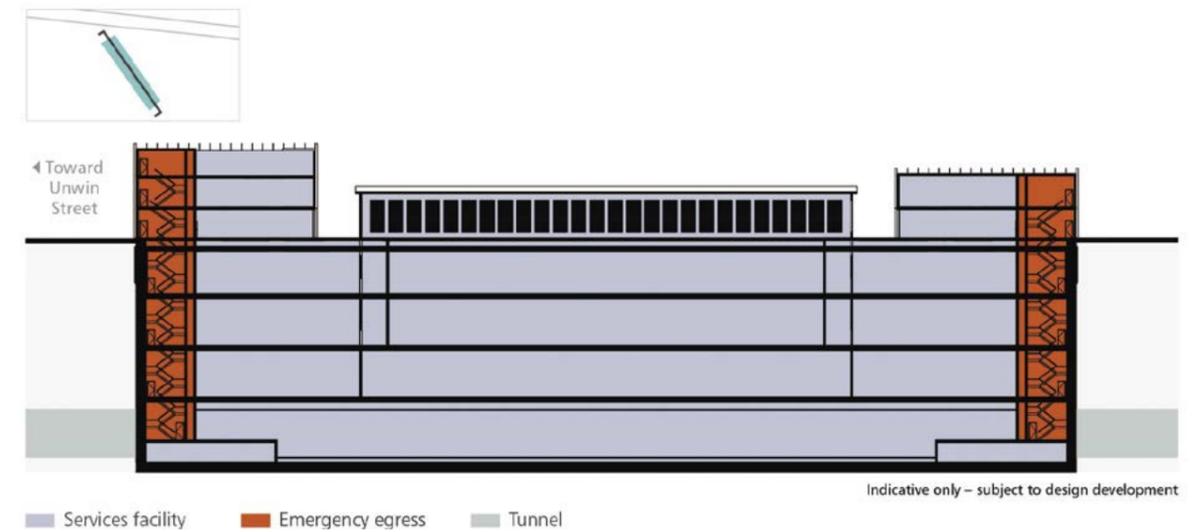


Indicative only – subject to design development

- Maintenance facility
- Rosehill services facility
- Services facility
- Other facility buildings
- Metro tunnel and alignment
- Site access
- Existing bicycle route
- Proposed landscaping
- Proposed Wilderline
- Power supply route
- Realigned Unwin Street (delivered under previous Sydney Metro planning application)

0 25m

Indicative cross section – Rosehill services facility



Indicative only – subject to design development

Feature	Description
Description	Construction of Clyde stabling and maintenance facility and Rosehill services facility will require the continued use of the construction site established under the previous Sydney Metro West planning application
Site access	Continued site access arrangements consistent with previous civil construction work: <ul style="list-style-type: none"> Wentworth Street Additional site access arrangements: <ul style="list-style-type: none"> Unwin Street: right-in, left-out
Proposed construction hours	Monday to Friday 7am–6pm and Saturday 8am–6pm. Occasionally work may be required outside of standard construction hours Underground and internal construction activities will generally take place 24 hours per day, seven days per week. This will include access to the tunnels via the stations, as well as delivery of materials *Some construction works under the previous Sydney Metro West planning approval may be undertaken up to 24 hours a day
Proposed vehicle movements	Clyde stabling and maintenance facility: <ul style="list-style-type: none"> 320 truck movements per day 408 light vehicle movements per day Rosehill services facility: <ul style="list-style-type: none"> 132 truck movements per day 100 light vehicle movements per day Haulage routes will minimise the use of local and residential streets where possible *Up to 1056 heavy vehicle and 496 light vehicle movements per day were identified under the previous planning approval (Clyde stabling and maintenance facility)
Indicative heritage impacts	No additional* direct impacts to heritage items are anticipated *The previous planning approval identified the requirement to remove 0.7 hectares of heritage wetlands. A façade of a heritage listed former Roads and Traffic Authority (RTA) depot was identified to be retained and protected within the construction site
Proposed landscape changes	No additional* removal of vegetation is anticipated *The previous planning approval identified that trees and mangroves (riparian vegetation) would be removed from within the construction site
Proposed staff facilities	Offices, lunch room and amenities would be established under the previous planning approval and will continue to be provided
Proposed staff parking	Contractors will continue to be encouraged to use public transport as much as possible and will be required to minimise parking on local streets A small number of parking spaces for use by engineers and other management staff on site
Proposed traffic changes	Continued traffic changes involve permanent realignment of Unwin Street
Proposed public transport changes	No public transport changes under this proposal or the previous planning approval

Feature	Description																														
Proposed activities	Clyde stabling and maintenance facility <ul style="list-style-type: none"> Enabling and site-establishment work Placement of material to design levels Construction of access roads and car parking Building and facility construction and fit-out Construction and fit-out of the stabling yard Rehabilitation and revegetation work within the Duck Creek and A'Beckett's Creek riparian zone Finishing work, testing and commissioning Rosehill services facility <ul style="list-style-type: none"> Enabling and site establishment work Construction of above-ground and underground structures for the services facility and traction substation Access for tunnel fit-out and rail systems work Construction and fit-out of a traction substation Finishing work, testing and commissioning *The previous planning approval identified work related to site establishment and demolition, land formation works, building a bridge, excavating a shaft and excavating a dive structure and tunnel portal. Following design development and modification to the planning approval, further activities will include tunnelling and tunnel support activities. Building a pre-cast concrete segment facility will no longer occur at this site																														
Indicative plant and equipment	<table border="1"> <thead> <tr> <th>Backhoe</th> <th>Dozer</th> <th>Hand tools</th> <th>Skid steer loader</th> <th></th> </tr> </thead> <tbody> <tr> <td>Ballast tamper</td> <td>Excavator</td> <td>Mobile crane</td> <td>Tower crane</td> <td rowspan="6">*Indicative plant and equipment varies from that identified under the previous planning approval</td> </tr> <tr> <td>Compressor</td> <td>Forklift</td> <td>Bored piling</td> <td>Ventilation scrubber</td> </tr> <tr> <td>Concrete mixer</td> <td>Generator</td> <td>Vibratory roller</td> <td>Water pump</td> </tr> <tr> <td>Concrete pump</td> <td>Grader</td> <td>Rock breaker/hammer</td> <td>Welding equipment</td> </tr> <tr> <td>Concrete vibrator</td> <td>Grinder</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Backhoe	Dozer	Hand tools	Skid steer loader		Ballast tamper	Excavator	Mobile crane	Tower crane	*Indicative plant and equipment varies from that identified under the previous planning approval	Compressor	Forklift	Bored piling	Ventilation scrubber	Concrete mixer	Generator	Vibratory roller	Water pump	Concrete pump	Grader	Rock breaker/hammer	Welding equipment	Concrete vibrator	Grinder						
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Concrete pump	Grader	Rock breaker/hammer	Welding equipment																												
Concrete vibrator	Grinder																														
Proposed street parking changes	No parking changes under this proposal or the previous planning approval																														
Proposed noise management	Sydney Metro branded hoarding will be established around the perimeter of the construction site under the previous planning approval and will continue to be maintained during this proposal An acoustic shed (or other acoustic measure) will be established over the rail infrastructure access shaft at Rosehill services facility																														
Indicative pedestrian and cyclist changes	No additional* changes are proposed to existing pedestrian and cyclist links *Under the previous planning approval, the footpath on the southern side of Unwin Street would be permanent closed and pedestrians would be advised to use the northern side of the road New permanent pedestrian access would also be provided to Rosehill Gardens racecourse from James Ruse Drive to replace the previous access over the former Rosehill Station																														

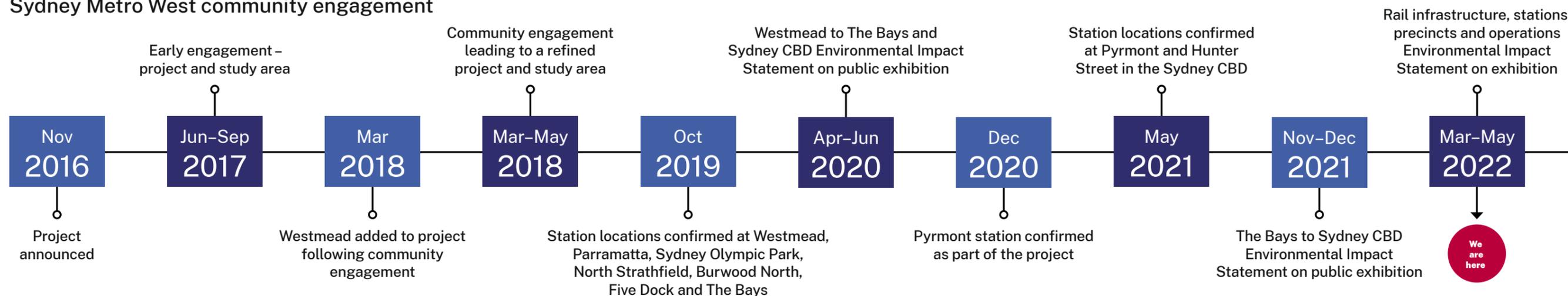
*Construction impacts specific to the previous Sydney Metro West planning approval are outlined the Environmental Impact Statement for 'Major civil construction between The Bays and Sydney CBD'

Working with the community



Sydney Metro West has been engaging with the community, stakeholders and industry since 2017. Feedback gathered has helped to shape the project, including station locations. Sydney Metro will continue to work with the community and stakeholders to receive further feedback about the project. Submissions are also encouraged during formal exhibition phases of the project (see page 106).

Sydney Metro West community engagement



Sydney Metro West engagement

Westmead to The Bays and Sydney CBD

Sydney Metro engaged with more than 15,000 people during the public exhibition for 'Westmead to The Bays and Sydney CBD Environmental Impact Statement 2020'. This was the EIS for the project concept between Westmead and Sydney CBD and major civil construction work between Westmead and The Bays. A total of 188 submissions were received from stakeholders and the community. These were considered in the planning approval.



27,000+ people signed up to receive Sydney Metro West email and Sydney Metro Connect project updates

The Bays to Sydney CBD

Sydney Metro engaged with more than 5700 people for 'The Bays to Sydney CBD Environmental Impact Statement 2021'. This was the EIS for major civil construction work between The Bays and Sydney CBD. A total of 18 submissions were received from stakeholders and the community. These are being considered in the project's assessment.



57,000+ people have visited the project interactive portal

Sydney Metro community event.

Our place managers

Sydney Metro has dedicated community relations specialists called ‘place managers’ who can be contacted for further information about the project. Their role is to act as a single, direct contact between members of the community and the project team.

How you can find out more

Get in touch with one of our dedicated place managers by phone or email.



Visit the Sydney Metro website and sign up for area-specific project alerts.



Visit our interactive portal with project information relevant to your area.



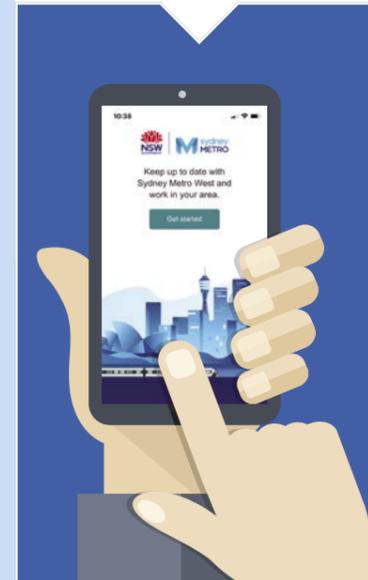
Read our planning documents, project guides, summary books and project materials on the interactive portal or Sydney Metro website.



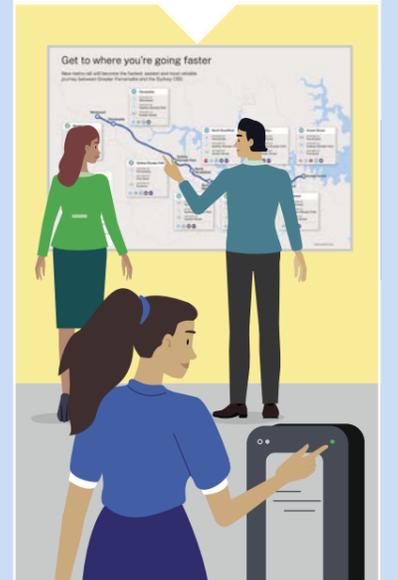
Check our notifications and newsletters that we'll deliver to your home or businesses along the project alignment and upload to the Sydney Metro website.



Download the Sydney Metro Connect app onto your device to stay informed about current work and project milestones on Sydney Metro West.



Come along to virtual or face-to-face community events held during key phases of the project to speak to members of the project team.





Project planning



Formal project planning for Sydney Metro West started in 2019 and will continue through the early 2020s.

In 2020, work started on this city shaping project at The Bays to allow tunnel boring machines to be in the ground by the end of 2022. In March 2021, the project received its first major planning approval for the project Concept between Westmead and the Sydney CBD and station excavation and tunnelling between Westmead and The Bays. A subsequent planning application for major civil construction between The Bays and Sydney CBD, including station excavation and tunnelling, was submitted to the Department of Planning and Environment (DPE) in 2021 and is currently under assessment.

The EIS for rail infrastructure, stations, precincts and operation is now on public exhibition until 4 May 2022.

Future project approvals will consider areas surrounding the stations including over and/or adjacent station developments.

Sydney Metro West planning portal

The Sydney Metro West project team has created an easy-to-use online resource that brings together all of the planning information for the project and the planning documents at: sydnymetro.info/metrowest.

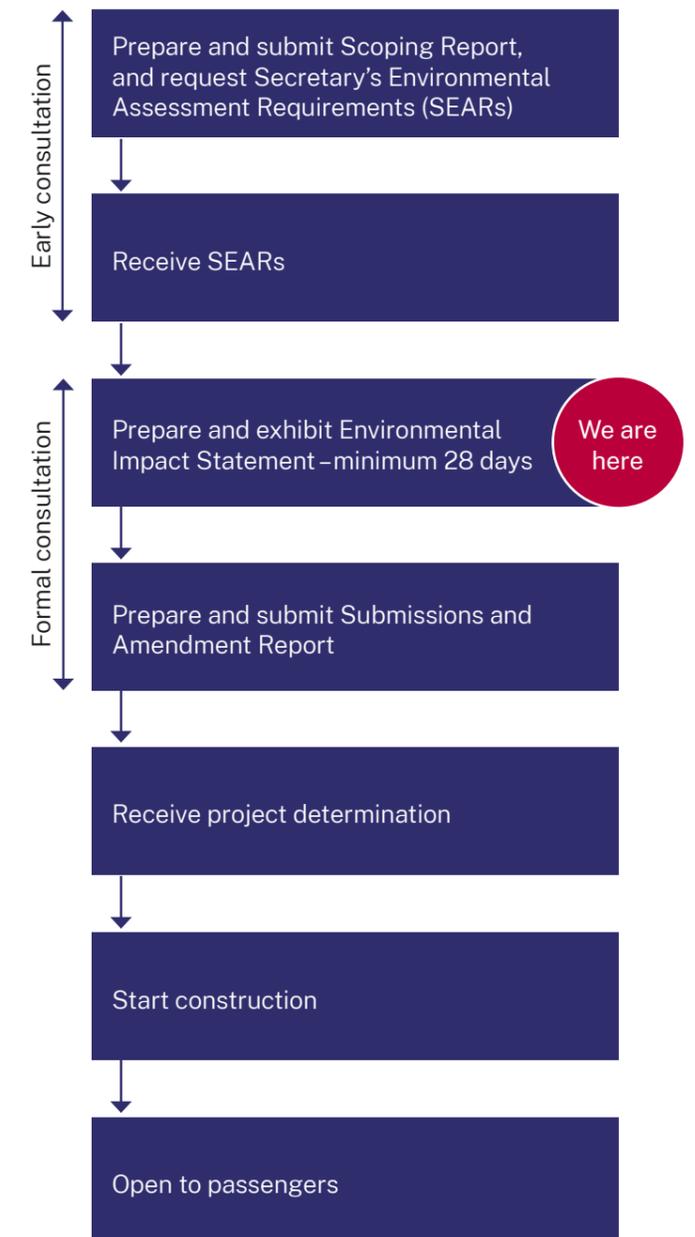
Project interactive portal

NSW

- A new metro railway connecting Greater Parramatta to the Sydney CBD, delivering 10,000 direct and 70,000 indirect jobs
- Sydney Metro West will have a travel time target of around 20 minutes between Parramatta and the Sydney CBD
- Doubling rail capacity between Parramatta and the Sydney CBD

George Street, Sydney CBD.

Planning process



Have your say

The Sydney Metro team, including our team of project experts, is here to provide you with information about Sydney Metro, and to help you find out more about this EIS. If you are having difficulty accessing any of the information available, please contact us and we will make arrangements to assist you.

- To view the full Environmental Impact Statement visit planningportal.nsw.gov.au/major-projects/project/42176
- To learn more about Sydney Metro and sign up for email alerts visit sydneymetro.info
- To view an interactive map of the project, find out what you can expect in your area and learn from expert members of the project team visit sydneymetro.info/metrowest
- To talk to one of our dedicated place managers, call us on **1800 612 173**
- Email your queries to sydneymetrowest@transport.nsw.gov.au and we'll get back to you



Visit our virtual engagement room



Access information in more than 100 languages

Notifications and updates for your area all in one place

Download Sydney Metro Connect on the App Store or get it on Google Play



Scan the QR code with your device camera or QR code reader



The Environmental Impact Statement

Have your say

The 'Rail infrastructure, stations, precincts and operations – Westmead to Sydney CBD Environmental Impact Statement 2022' is on public exhibition until 4 May 2022.

Anyone can make a submission in any language about the Environmental Impact Statement to the Department of Planning and Environment.

The Department will then collate submissions and publish them on its website. Sydney Metro will review all the submissions and prepare a Submissions Report to respond to issues raised.

If changes are required as a result of the issues raised, an Amendment Report or Preferred Infrastructure Report may also be prepared. Approval from the Minister for Planning and Public Spaces is required before Sydney Metro can proceed with the project.

Your submission must reach the Department by 4 May 2022.

The Sydney Metro team is available to answer any questions you may have.

How to make a submission

 Online: visit planningportal.nsw.gov.au/major-projects and follow the 'on exhibition' links

 Write a letter to:

**Planning and Assessment
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124**

Your letter must include:

1. Your name and address, at the top of the letter only (or in a separate cover letter if you want your personal details to be withheld from publication)
2. The name of the application and the application number (SSI-22765520)
3. A statement on whether you support or object to the proposal
4. The reasons why you support or object to the proposal
5. A declaration of any reportable political donations made in the previous two years.

If you have any questions about this process you can contact the NSW Department of Planning and Environment.

 Call: **1300 305 695**

 Email: majorprojectssupport@planning.nsw.gov.au

The Department may publish any personal information you have included in your submission on a proposal. Do not include any personal information in your submission that you do not want published.

For more information, view the Department's Privacy Statement at: planning.nsw.gov.au/privacy.



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 612 173**. The interpreter will then assist you with translation.

Se avete bisogno dell'ausilio di un interprete, vi preghiamo di contattare il **Servizio di Traduzione ed Interpretariato** al numero **131 450** e chiedere di chiamare **Sydney Metro** al numero **1800 612 173**. L'interprete vi assisterà nella traduzione.

আপনার, একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যিক হলে, অনুগ্রহ করে **131 450** নং এ ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস এর সাথে যোগাযোগ করুন, এবং **1800 612 173** 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 612 173** 给悉尼地铁, 翻译员然后将帮助您进行翻译。

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 612 173**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Jika anda memerlukan khidmat jurubahasa, sila hubungi **Translating dan Interpreting Services [Perkhidmatan Penterjemahan dan Jurubahasa]** **131 450** dan minta mereka menyambung ke **Sydney Metro, nombor telefon 1800 612 173**. Jurubahasa akan membantu menterjemah untuk anda.

통역서비스가 필요하시면, 번역 및 통역 서비스 (**Translating and Interpreting Service**) 전화 **131 450** 에 연락하시어 **Sydney Metro** 전화 **1800 612 173** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

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 612 173**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दुभाषिए की सेवाओं की जरूरत है, तो कृपया अनुवाद एवं दुभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 612 173** पर को फोन करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।

通訳サービスが必要な場合は、**Translating and Interpreting Service 131 450** に連絡し、**Sydney Metro 1800 612 173** に電話するようお願いください。通訳者が訳をお手伝いします。

หากท่านจำเป็นต้องใช้บริการล่าม โปรดติดต่อบริการแปลและล่าม **Translating and Interpreting Service** ที่ **131 450** และขอให้หน่วยงานดังกล่าวโทรหา **Sydney Metro** ที่ **1800 612 173** หลังจากนั้นล่ามจะช่วยเหลือท่านเกี่ยวกับการแปล

如果您需要口譯員的服務, 請致電**131 450**聯絡翻譯和口譯服務, 要求他們致電 **1800 612 173**給悉尼地鐵 (**Sydney Metro**)。然後口譯員將會協助您翻譯。

PO Box K659
Haymarket NSW 1240

T: 1800 612 173
E: sydneymetrowest@transport.nsw.gov.au
W: sydneymetro.info

