



Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	April to June 2025 Shutdown between Bankstown and Lidcombe
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
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Table of Contents

1. Existing Approved Project.....	3
2. Description of proposed change which is the subject of this assessment	6
3. Timeframe.....	6
4. Site description	7
5. Site Environmental Characteristics.....	7
6. Justification for the proposed change.....	7
7. Environmental Benefit.....	7
8. Control Measures	7
9. Conditions of approval / Environmental mitigation measures	8
10. Impact Assessment – Construction	11
11. Impact Assessment – Operation.....	16
12. Consistency with the Approved Project	17
13. Other Environmental Approvals	18
14. Recommendation.....	18
Author certification.....	19
Appendix A – Temporary Transport Management Plan.....	21

1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

Date of determination:	Infrastructure Approval date – 12 December 2018 Modification 1 Approval date – 22 October 2020	Type of planning approval:	Critical State Significant Infrastructure
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Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017

Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018

Sydenham to Bankstown Submissions Report (SR) – September 2018

Sydenham to Bankstown Modified Conditions of Approval – October 2020

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the Conditions of Approval.

Description of existing approved project you are assessing for consistency:

Approved Project

The Approved Project includes construction and operation of a metro rail line, approximately 13km long, between west of Sydenham Station and west of Bankstown Station, including ten metro stations west of Sydenham (Marrickville to Bankstown inclusive) and associated ancillary infrastructure.

Description of approved project between Sydenham and Bankstown

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following:

Station works

In addition to the station upgrades to improve accessibility, works to meet the standards required for metro services include:

- Installation of platform screen doors
- Provision of operational facilities, such as station service buildings
- Accessibility upgrades for buildings
- Works related to integration with other modes of transport.

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Track and rail system facility works

The upgrade of track and rail systems to enable operation of metro services include:

- Track works where required along the rail corridor, including upgrading tracks and adjusting alignments, between Sydenham Station and Bankstown Station
- New turn back facilities and track crossovers
- Installing Sydney Metro rail systems and adjusting existing Sydney Trains rail systems
- Overhead wiring adjustments.

The EIS identified that in some locations, there may be a need to upgrade/replace the existing track, which would involve replacing the rails, sleepers, fastenings and ballast. Changes to the track alignment would be undertaken around Bankstown Station to facilitate the separation of the metro tracks from the Sydney Trains network.

Other Project elements

- Upgrading existing bridges and underpasses
- Security measures, such as fencing
- Noise barriers
- Modifications to corridor access gates and tracks
- Augmentation of existing power supply, including new traction sub-stations
- Utility and rail system protection.
- Bridge protection works
- Combined Service Route
- Drainage works to reduce flooding and manage stormwater
- Provision of temporary facilities to support construction, including construction compounds and work sites

Temporary Transport Plan (TTP) during possessions

Some construction works would need to be undertaken during rail possession periods when trains are not operating, to ensure that works are carried out as efficiently as possible and that worker safety is maintained. Works that may need to be undertaken during possession periods include station works, track and rail system facility works and other works to support metro operations.

A final possession period is required to enable the works that can only be completed once Sydney Trains services are no longer operating and to enable the line to be converted to Sydney Metro systems. The works would include the installation of new signalling, communication systems, and platform screen doors, as well as all testing and commissioning activities.

The EIS included a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services during track possession periods. The TTS provides a framework to plan and deliver an integrated, multi-modal transport network during these possession periods. The EIS and TTS identified a number of different types of rail possession periods – compromising of normal weekend maintenance possession periods with longer possession periods during school holidays. The possession periods that were assessed in the EIS and TTS included school holiday possession periods (two (2) weeks in July and six (6) weeks in December/January for five (5) years), four (4) additional weekend possessions per year (in addition to the standard Sydney Trains possessions) and a final possession of up to six (6) months.

Following exhibition of the EIS, changes were made to the exhibited project in the Submissions and Preferred Infrastructure Report (SPIR). Given the reduction in the construction activities required to deliver the scope of works identified in the SPIR, there was also a change to the proposed temporary transport arrangements. Key changes to these arrangements included:

- Changes to possession periods:
 - Additional eight (8) weekend possessions per year
 - Two (2) week possessions during December holiday periods only
 - Occasional weekday night-time possessions
- Concurrent closure of three (3) stations for up to two (2) months.
- No change to the final possession of up to 6 months.

No changes were made to the TTS as part of the SPIR.

It is acknowledged in the EIS and SPIR that the indicative possession program would be reviewed during tendering, detailed design and construction planning to ensure the available possessions are sufficient to complete the works and that the overall impacts to the community are reduced as far as possible. The timing and duration of the final possession was not confirmed in the EIS and SPIR and would be dependent on the system operators' testing and commissioning processes.

In line with Condition of Approval E48, a Temporary Transport Management Plan (TTMP) must be prepared in accordance with the TTS one month before the implementation of the Plan.

The TTS identified that, as the possessions occur over a number of years, the nature of each possession is different due to progression in construction activities and forecasted transport demand growth along the corridor. Therefore, a TTP will be developed for each possession which will comprise a service plan (TTSP) and management plan (TTMP), to define the initiatives that will be implemented for that possession.

Possessions to date

To date, in accordance with Condition of Approval E48, a TTP has been successfully delivered across school holiday and out of school holiday possession periods between 2019 – 2025. Various methods have been used to capture community feedback during the implementation of each these rail possessions to inform or optimise the next TTMP for the possession period.

2. Description of proposed change which is the subject of this assessment

As identified in the EIS, a final possession is required to complete the remaining construction activities along the line from Sydenham to Bankstown and complete all testing and commissioning activities in accordance with the system operator's processes. The extended final possession has been assessed as part of Consistency Assessment [TfNSW72](#).

This Consistency Assessment relates to a temporary shutdown between Bankstown and Lidcombe from 27 April to 29 June, occurring concurrently with the extended shutdown to complete necessary construction activities at Bankstown Station to facilitate operation of the metro line. The proposed work would consist of track layout, resurfacing and platform extension works at Platform 1 and 2 of Bankstown Station to enable Sydney Trains 8 car services to access Bankstown Station and civil/signalling upgrade works.

From 27 April to 29 June (inclusive), stations between Bankstown and Lidcombe will be closed with buses replacing trains. A Temporary Transport Management Plan has been prepared (See Appendix A) to identify detailed planning for the possession, detour maps and bus stop locations.

The following routes will be in operation between Bankstown to Lidcombe, as seen in Figure 1:

- 8T6: Bankstown, then all stations to Lidcombe and return
- 8AT6: Bankstown, then Lidcombe and return to Lidcombe (Express)

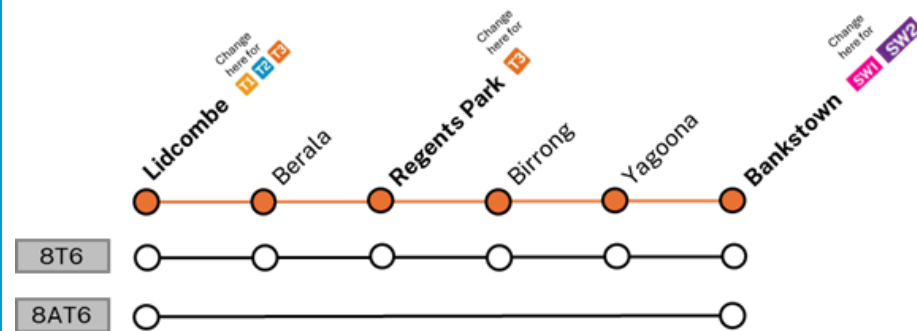


Figure 1: Rail Replacement Routes for the T6 Line

3. Timeframe

The proposed possession would occur 27 April to 29 June, occurring concurrently with the extended shutdown.

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4. Site description

The proposed change relates to the additional possession to undertake necessary construction activities at Bankstown Station to facilitate operation. There would be no change to the site description as a result of the proposed change.

The temporary bus stops and routes, to support alternative transport arrangements during the possession, are in the streets surrounding the Campsie to Lidcombe rail corridor, with focus on the streets between Campsie and Bankstown, and Lidcombe and Bankstown. The temporary bus replacement routes have been planned to allow express bus routes to use main road corridors and all station buses will predominantly use local roads to access stations. The temporary Bus Stop Infrastructure locations are available in Appendix A in the TTMP.

5. Site Environmental Characteristics

Refer to the Environmental Impact Statement for a description of the existing environment. The proposed change relates to the additional 9-week possession and no change to site environmental characteristics would occur.

6. Justification for the proposed change

The final possession period is required to complete the remaining construction activities along the T3 Bankstown Line Work to date to upgrade the T3 Bankstown Line to metro standards has been significantly impacted by several factors outside of Sydney Metro's control, including the COVID pandemic, wet weather and industrial action at Sydney Trains from November 2021 to December 2022. Due to these unexpected challenges encountered over the last few years, additional possession periods are required to complete the approved construction activities.

The additional 9-week shutdown concurrent with the final possession is needed to undertake critical works to enable Sydney Trains 8 car services to access Bankstown Station. In order to complete these works, works must take place during the possession period to ensure safety to the workers, commuters and station/train operators. Some construction activities can only be undertaken during a complete shutdown of the rail line, including the need for power outages for accessibility and safety needs.

7. Environmental Benefit

Not applicable.

8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes – A TTMP (Appendix A) has been prepared to plan and deliver an integrated, multi modal transport network during the possession period. It also defines the initiatives that will be implemented for that possession.	Are appropriate control measures already identified in an existing EMP?	<input type="checkbox"/> Yes
	<input type="checkbox"/> No		<input checked="" type="checkbox"/> No – Control measures have been

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identified in the TTMP prepared for the 9-week shutdown (Appendix A).

9. Conditions of approval / Environmental mitigation measures

Number	Condition of Approval/ Environmental mitigation measure	Discussion on relevance and consistency for proposed change
E48	The Proponent must prepare a Temporary Transport Management Plan in accordance with the Temporary Transport Strategy included in documents listed in Condition A1 one (1) month before the implementation of the Plan.	A Temporary Transport Management Plan has been prepared and submitted to DPHI prior to the shutdown and will be implemented during this period (Appendix A).
E52	Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access is restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted	Safe pedestrian and cyclist access would continue to be maintained around construction sites. In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, an alternate route which complies with the relevant standards would be provided and signposted. Therefore, the proposed change would be consistent with the Condition.
E69	The Proponent must co-ordinate utility providers and relevant council(s) to identify opportunities for maintenance, replacement or augmentation of utilities that cross the rail corridor and facilitate and co-ordinate requests by the utility providers and relevant council(s) to undertake the Work during rail shutdowns, with particular reference to the final three (3) to six (6) month shutdown before metro services commence.	Utility providers will deliver proposed works during the rail shutdown in accordance with Condition E69.

TC6	<p><i>Impacts of intersection performance</i></p> <p>Further consideration of the need for intersection modifications would be undertaken, to improve intersection performance at locations most affected by the addition of construction heavy vehicles and rail replacement buses. This would be undertaken in consultation with Roads and Maritime Services, the Sydney Coordination Office, and the relevant road authority. The improvements considered would include:</p> <ul style="list-style-type: none"> • modification to the existing traffic signal phasing • lane priority changes • changing lane designations (line markings and signage) • kerbside changes (such as removing on street parking or implementing no standing zones at peak times to increase lane capacity) • physical geometric changes (such as minor kerb cut-backs to enable large vehicles to safely move through intersections) • restricting turning movements where traffic demand is low. 	This has been considered within the TTMP prepared for the possession period.
TC7	<p><i>Changes to cyclist facilities during construction</i></p> <p>Where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station, suitable replacement facilities would be provided while the facility is unavailable.</p>	In accordance with REMM TC7, where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station during possession periods, suitable replacement facilities would be provided.
TC10	<p>Transport for NSW would undertake an extensive community awareness and information campaign before changes to public transport services are implemented. This would include a range of communication activities such as:</p> <ul style="list-style-type: none"> • information at stations • wayfinding signage • clearly marked bus stop locations • letter box drops • web based information and transport 'app' where changes to travel are found in a single place • information via 131 500 • advertising in local papers • email information bulletins 	The proposed change would remain consistent with REMM TC10. Community consultation has been implemented into the TTMP to ensure changes to public transport services are effectively communicated and extensive community awareness is achieved, as well as Community Consultation Reports prepared for the affected LGAs.

Will the proposed change be consistent with the conditions of approval?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from Approved Project.	No additional measures required	Y	N	Y	
Water	No change from Approved Project.	No additional measures required	Y	N	Y	
Soils and contamination	No change from Approved Project.	No additional measures required	Y	N	Y	-
Air quality	The TTP bus replacement services have the potential for localised air quality impacts however, this is anticipated to be balanced by the shutdown of the rail corridor between Belmore and Birrong during this period. Nevertheless, any localised air quality impacts are considered to be negligible relative to the Approved Project.	No additional measures required.	Y	N	Y	
Noise and vibration	The rail possession, replacement bus services and construction works undertaken during the possession period (including resurfacing and platform extension works and civil/signalling works) would result in minor noise impacts to nearby properties. The level of impact would remain consistent with the Approved Project, which considered rail possessions and bus replacement and the construction works required during the possession period. It would also be temporary in nature over the 9-week possession period. All associated impacts would be mitigated in accordance with the measures contained within the Construction Noise and Vibration Management Plan and associated Construction Noise and Vibration Impact Statements.	No additional measures required.	Y	N	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	It is considered that the additional noise impacts from the replacement bus services present a negligible change from the Approved Project.					
Aboriginal Culture and Heritage	No change from Approved Project.	No additional measures required.	Y	N	Y	-
Historic Heritage	No change from Approved Project.	No additional measures required.	Y	N	Y	-
Community and socio-economic	<p>The proposed possession would result in community impacts, by way of inconveniences and delays, as the train line would not be in operation for the entirety of the 9-week shutdown, which occurs concurrent with the final possession. These impacts would be mitigated by providing bus replacement services as provided in Section 2 of this Consistency Assessment.</p> <p>A review of the potential social impacts of the proposed extended final possession was prepared and appended to Consistency Assessment TfNSW72. It also includes consideration of customer survey data and feedback for the past rail possessions that have been completed for the project. The review concluded that the impacts associated with the final possession are likely to be consistent with the approved project.</p> <p>Any proposed economic impacts to businesses and impacts to car parking associated with cumulative impacts of back-to-back possessions, would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a temporary, construction impact.</p>	<p>Community awareness activities will be undertaken prior to the possession period and included within the TTMP. The community will be continuously updated in the lead-up to the shutdown via Letter box drop notification, Station signage posters and Online website.</p> <p>A mix of channels would be used to make customers aware of the shutdown and the alternative transport options including:</p> <ul style="list-style-type: none"> • At stations and on mode • Websites • Apps • Social Media • Stakeholder communication <p>Bus marshals will be available during the busiest parts of the day to assist customers with accessibility needs. The customer information staffing locations during the possession would be identified in the TTMP.</p>	Y	N	Y	-

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>The TTMP has considered customers with accessible needs through provision of bus marshals and additional customer service staff as well as using 12.5 metre (m) low-floor buses during the shutdown where possible.</p> <p>Relevant mitigation measures and Conditions of Approval for the project would continue to apply to minimise any community and socio-economic impacts.</p>					
Traffic and transport	<p>Transport</p> <p>Indicative suitable replacement bus services have been identified (refer to Section 2 of this consistency assessment) to ensure that alternative public transport services are available for customers during the proposed possession period.</p> <p>In accordance with Condition of Approval E48, a TTMP has been prepared and submitted to DPHI prior to the implementation of the possession period (See Appendix A). The TTMP details the confirmed replacement bus schedule, bus routes, bus stop and layover locations, temporary parking changes and customer engagement.</p> <p>As part of Consistency Assessment TfNSW72 prepared for the final possession, a Traffic Assessment (June 2023) was prepared to assess the impacts of the replacement bus services on the road network during the proposed extended rail possession. The assessment identified the following as a result of the replacement bus services:</p> <ul style="list-style-type: none"> The majority of the signalised intersections have slight increases in delays (less than 15 	<p>Sydney Metro shall consult with Transport for NSW Greater Sydney Network Operation Team to consider implementation of real-time signal and phase timing modifications, which adapt to on-site traffic volumes, at the Hume Highway / Chapel Road / Rookwood Road intersection.</p>	Y	N	Y	-

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>seconds) and the overall intersection performance is maintained (Level of service (LOS) D or better)</p> <ul style="list-style-type: none"> The Hume Highway / Chapel Road / Rookwood Road intersection at Bankstown has high existing traffic volumes and is forecast to continue to operate at oversaturated conditions (LOS E or LOS F). It is proposed that real-time signal and phase timing modification could improve these existing conditions and should be considered in consultation with Transport for NSW. <p>The assessment concluded that the addition of replacement bus services to the road network would have minimal impact on the road network and intersection performance and would be consistent with the impacts assessed for the Approved Project.</p>					
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	N	Y	-
Visual	Minor visual impacts would result from the temporary bus stop marquees. As a result of the 9-week shutdown occurring concurrently with the final possession, this will now occur for an extended duration. These impacts will continue to be temporary and would be consistent with the Approved Project.	No additional measures required.	Y	N	Y	-
Land use and property	No change from Approved Project.	No additional measures required.	Y	N	Y	-
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	N	Y	-

11. Impact Assessment – Operation

The proposed works are during construction only.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Water	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Soils and contamination	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Air quality	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Noise and vibration	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Aboriginal Culture and Heritage	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Historic Heritage	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Community and socio-economic	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Traffic and transport	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Waste and resource management	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Visual	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Land use and property	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Hazard and risk	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A
Other	No change from Approved Project.	No additional measures required.	N/A	N	Y	N/A

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12. Consistency with the Approved Project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	Yes. The proposed shutdown would be consistent with the conditions of approval and allows for the successful completion of the Sydenham to Bankstown project.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. The purpose of the proposed possession is to facilitate construction of the Sydney Metro Sydenham to Bankstown line and is considered consistent with the objectives and functions of the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the Approved Project?	The 9-week possession results in a minor change to the duration of impacts as assessed in the EIS and Submissions Report for the Approved Project, however the possession is temporary in nature and the level of impact would remain consistent with the Approved Project. Potential environmental impacts would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Instrument of Approval and TTMP.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed works would not result in any new environmental impacts beyond those considered in the Approved Project. The proposal would result in a minor change to the duration of impacts as assessed in the Approved Project, however the scale of impact would remain consistent. All impacts identified for the proposed change would be adequately mitigated through the application of the mitigation measures in the above impact assessment tables and mitigation measures provided in the EIS, Submissions Report, Instrument of Approval and TTMP.
Are the impacts of the proposed activity/works known and understood?	The impacts of the proposed works are known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	The impacts of the proposed works would be managed through the TTMP prepared for the possession period so as to avoid an adverse impact.
Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:

N/A

14. Recommendation

Based on the above impact assessment, and with reference to the *Sydney Metro Sydenham to Bankstown* Environmental Impact Statement, Submissions and Preferred Infrastructure Report, Submissions Report, including the conditions of approval, it is recommended that:

Tick relevant box	
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	<input checked="" type="checkbox"/>
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	<input type="checkbox"/>
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	<input type="checkbox"/>

Author certification

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Isabella Caruso	Signature:	<i>Isabella Caruso</i>
Title:	Planning Approval Officer		
Company:	Sydney Metro	Date:	15 April 2025

Assessment Supporting Signature

Application supported and submitted by

Name:	Cath Snelgrove	Date:	15/4/25
Title:	Director Environment	Comments:	
Signature:	<i>C Snelgrove</i>		


Assessment Endorsement

Based on the above assessment, are the impacts and scope of the proposed change consistent with the existing Approved Project?

Yes ☒ The proposed change is consistent with the Approved Project and no further assessment is required.

No ☐ The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Ashe Earl-Peacock	Date:	17/04/2025
Title:	A/ Director Planning Approvals	Comments:	
Signature:			

Appendix A – Temporary Transport Management Plan

Temporary Transport Management Plan

T6 Bankstown to Lidcombe
shutdown 27 April to 29 June 2025

April 2025

transport.nsw.gov.au



Table of Contents

Executive Summary	4
Project Update	5
Stand-alone Rail Line.....	5
Southwest Metro conversion.....	5
Critical T6 Line rail upgrade.....	5
Transport Plan	6
Planned Rail Shutdown	6
Key features of the Temporary Transport Plan	6
Layover and standby facilities	6
Network Infrastructure	7
Bus Stops.....	7
Existing Facilities at Interchange Stations	7
Network Plan	8
Road Network Management.....	8
Road Network Performance Monitoring	8
Customer Engagement and Information	9
Customer Information.....	9
Appendices	11
Appendix A – Printed flyer- T6 Line trackwork	12
Appendix B - Temporary Bus Stop Infrastructure Assessment	13
Appendix C – Temporary Transport Plan Bus Routes.....	14
Appendix D – Community Consultation Flyers	16

Executive Summary

The Sydney Metro City & Southwest commenced the final upgrade of all 11 stations between Sydenham and Bankstown to convert the T3 Bankstown Line to Metro operations on 30 September 2024. This upgrade includes various construction activities that require the temporary planned shutdown of all of the former T3 Bankstown line.

The T6 is a shuttle line of six stations that was created as part of the shutdown of the former T3 Bankstown line.

The T6 Lidcombe & Bankstown Line will be closed for 9 weeks between 27 April and 29 June, with train services to be replaced by replacement buses for this period. The closure will allow Sydney Metro to undertake major construction works associated with the Southwest Metro.

When work is complete, the T6 Line will be future-proofed, enabling 8-car services to run. Currently, the line is limited to 4-car trains.

This Temporary Transport Management Plan focuses on the 9 weeks of rail replacement busing operations planned between 27 April and 29 June 2025.

Project Update

Stand-alone Rail Line

The T3 Bankstown Line is being converted to Metro standards between Sydenham and Bankstown with all stations to be fully accessible with lifts and level access between platforms and trains.

Sydney Metro City & Southwest will replace the existing Sydney Trains railway between Sydenham and Bankstown. The T3 Line to the west of Bankstown will continue to be operated by Sydney Trains, serving stations between Liverpool, Lidcombe and Bankstown.

Southwest Metro conversion

This conversion will address one of Sydney's biggest rail bottlenecks, providing more reliable journeys for customers all across Sydney, as well as increasing accessibility at all 11 stations.

The update includes:

- Air-conditioned metro trains and increased train frequency in AM and PM peak services – a train at least every four minutes at each station, improved CCTV surveillance, platform screen doors, platforms level with train floors, minimal gaps between platforms and trains.
- Improved station interchange facilities at key stations.
- All trains stopping at all local stations – no waiting for the right train.
- Safe and efficient connections during the peak and non-peak periods between key precincts along the T3 Bankstown Line.
- New, direct and fast services to Martin Place, Barangaroo, North Sydney, Chatswood and Macquarie Park.
- Interchanges to other rail services at Sydenham, Central and Martin Place.
- No need for a timetable – you'll just turn up and go.
- More job opportunities with faster, more frequent and direct access to key employment centres, including North Sydney, Chatswood, Macquarie Park and the northwest.
- Better access to education, with fast, more frequent and direct connections.
- All stations fully accessible, with lifts and level access between trains and platforms.
- Fast, safe and reliable – a new generation of 21st century Metro trains.

Critical T6 Line rail upgrade

The work on the T6 line involves the extension of the Sydney Trains' platforms at Bankstown Station to enable an 8-car service, including installation of a track layout that allows access to both platforms at Bankstown station, as well as signalling upgrades.

Transport Plan

Planned Rail Shutdown

The following replacement bus routes will operate between Bankstown and Lidcombe during this time:

8T6: stopping all stations between Bankstown and Lidcombe

8AT6: Bankstown, then Lidcombe and return (express)

Passengers will be able to interchange to train services at Lidcombe and Regents Park, or interchange onto the pink Southwest Link buses at Bankstown.



Figure 1: Rail Replacement Routes for the T6 Line

Key features of the Temporary Transport Plan

- Frequent, all stops and express bus services connecting closed stations along the T6 Bankstown and Lidcombe Line. (Further details in **Appendix A**)
- Where possible low-floor, 12.5m buses will be utilised
- Bus stop locations are included in **Appendix B** and Bus route maps included in **Appendix C**
- Temporary infrastructure such as shelters and lighting.

Layover and standby facilities

Layover and Standby facilities for this period have been provided at Bankstown Station on West Terrace, Bankstown with drivers able to utilise the dedicated bus driver facilities for driver breaks near the Southern Interchange. Dedicated temporary Bus Zones are also provided on Church Street, Lidcombe as a layover and standby location to be utilised throughout this period.

No formal park and ride areas have been impacted as a result of the shutdown, where Taxi Zones have been impacted, additional kerbside changes have been provided to relocate taxi zones.

Network Infrastructure

Bus Stops

To ensure bus services' safe and efficient operation, additional layover and temporary bus space details have been provided to the relevant Councils. This was further supported by a consultation period with flyers distributed on the temporary kerbside changes to be implemented (**Appendix D**).

The location of bus stops and facilities in place during the shutdown period is outlined in **Appendix B** where existing bus stops have been utilised where possible.

Existing Facilities at Interchange Stations

During this shutdown, key interchange stations are Bankstown Regents Park and Lidcombe. All stations have extensive facilities including lifts and wheelchair accessibility.

- Bankstown Station: Lifts and wheelchair accessibility. Complete stop information (<https://transportnsw.info/stop?q=10101401#/>)
- Regents Park Station: Lifts and wheelchair accessible. Complete stop information (<https://transportnsw.info/stop?q=214310#/>)
- Lidcombe Station: Lifts and wheelchair accessible. Complete stop information (<https://transportnsw.info/stop?q=214110#/>)

Network Plan

Road Network Management

Key corridors, including Chapel Road, The Hume Highway, Rookwood Road, Joesph Street, Auburn Road and intersections along each route, have been assessed to determine any temporary changes required to allow buses to operate while maintaining traffic flow for other road users.

The temporary bus replacement routes have been planned to allow 'Limited Stop' bus routes to use main road corridors (e.g. Rookwood Road and Joesph Street). In contrast, the 'All Stops' bus route will predominantly use local roads to access stations. Refer to Appendix C for further details on the bus replacement routes. This reduces the impact on the road network and gives customers greater flexibility during the planned shutdown. To reduce the impact on the local community Sydney Metro and Customer Journey Planning (TfNSW) are working together to mitigate any impacts expected from construction activities. Ongoing meetings in the form of a Traffic Coordination Group and a Traffic & Transport Liaison Group held fortnightly and monthly, respectfully, form the collaborative approach to mitigating the impact on the community and ensuring Metro Construction works remain on track. These meetings ensure the collaboration from key representatives spanning from Metro construction teams, Local Council as well as Transport network management teams.

Road Network Performance Monitoring

During the shutdown, crews will be rostered across the AM/PM peak to monitor and assist with the clearance of any incidents and manage unusual congestion on key replacement bus corridors. Network Operations specialists will monitor and adjust traffic signal operations across the area in real-time to optimise the performance of the road network.

TfNSW Transport Commanders and Transport Emergency Patrols will patrol the network, Tow-trucks will be in the field to manage the road network and bus zones at critical interchanges such as Bankstown. Where applicable, tow trucks will be utilised for clearing incidents and vehicles illegally parked.

Surface Transport Incident Response Service representatives (STIRs) will monitor bus zones and bus routes throughout the bussing operation to proactively manage bus performance and the road network.

Customer Engagement and Information

A comprehensive stakeholder management plan has been developed to inform and engage businesses and key stakeholders in the local community before the Sydenham to Bankstown Line shutdown.

Community consultation on the proposed temporary parking changes was undertaken for a month from Monday 10 June to Wednesday 10 July 2024.

Local businesses and residents were asked to provide their feedback to help the project team refine bus operations in and around station precincts.

The consultation program consisted of the following activities:

- Letterbox drop of notifications to businesses and residents close to the three station locations:
- A 24/7 phone number 1800 131 786 to receive feedback, answer any questions and provide the community with more information.
- A dedicated 'Have your say' webpage was created to give the community more options to provide feedback: [Southwest Link | Have Your Say \(nsw.gov.au\)](#)

To build on the consultation previously undertaken, between Wednesday 2 April and Monday 7 April, Transport re-consulted local businesses and residents to seek feedback regarding the temporary extension of the West Terrace bus zone (to operate on weekends during the T6 Line closure, in addition to the existing Mon-Fri arrangement).

The purpose of the follow-up consultation was to engage the community about the changes to the bus zone operating hours, and understand if community sentiment had changed since the 2024 consultation.

The consultation program consisted of the following activities:

- Letterbox drop of 483 notifications to properties on West Terrace, South Terrace and Raymond Street (including 38 businesses).
- Installation of A4 signs in the area of the bus zone to summarise the changes and provide contact details for feedback.
- Doorknock businesses on West Terrace, South Terrace and Raymond Street to provide in-person information, discuss concerns and gather feedback
- Maintain a 24/7 phone number and monitored email address to receive feedback, answer any questions and provide the community with more information.

Customer Information

A mix of channels is being used to make customers aware of the shutdown and the alternative transport options including:

At station and on mode:

- On the ground staff (street teams)
- Station Posters
- Digital Information Screens, including large format digital screens
- At station and onboard guard Announcements
- Printed flyers (Appendix A), including in language flyers (Arabic, Vietnamese and Simple Chinese)
- Trackwork eDM and Transport newsletter

Websites:

- [transportnsw.info news story and travel alerts](https://transportnsw.info/news/story-and-travel-alerts)
- transportnsw.info/southwest-link
- sydnemetro.info

Apps:

- Opal Travel App
- Third party Apps (e.g. Tripview, NextThere)

Social Media:

- X (Twitter)
- Facebook

Stakeholder Communication:

- Community notifications
- Extensive engagement with schools, universities, ATAC and other key groups.
- Stakeholder emails, meetings, briefings, local business doorknocks
- Dedicated email address (southwestlink@transport.nsw.gov.au)
- Multi-lingual customer flyers- digital
- Newsletter content
- 24/7 contact Centre (131500 / www.transport.nsw.gov.au/about-us/contact-us)

Wayfinding and Customer service

To assist customers navigate their way to rail replacement buses and alternative train services, a comprehensive wayfinding and customer service strategy has been developed. This includes:

- Travel apps and online trip planning tools to carry alerts, including replacement bus stop location information
- Wayfinding signage at stations and bus stops
- Trackwork information guides at stations
- Guard announcements at open stations
- Bus marshals at Lidcombe and Bankstown (throughout the shutdown), a roaming marshal travelling between station to monitor operations, and a marshal at Birrong (on school days to assist students at the 3pm departure period).
- Blue shirt customer service street teams will also inform customers about the planned shutdown prior to the shutdown and assist commuters with information on the location of bus stops.

Appendices

Appendix A – Printed flyer- T6 Line trackwork

Appendix B – Bus Stop Locations

Appendix C – Temporary Transport Plan Bus Routes

Appendix D – Community Consultation Notifications

Appendix A – Printed flyer- T6 Line trackwork



T

Trackwork

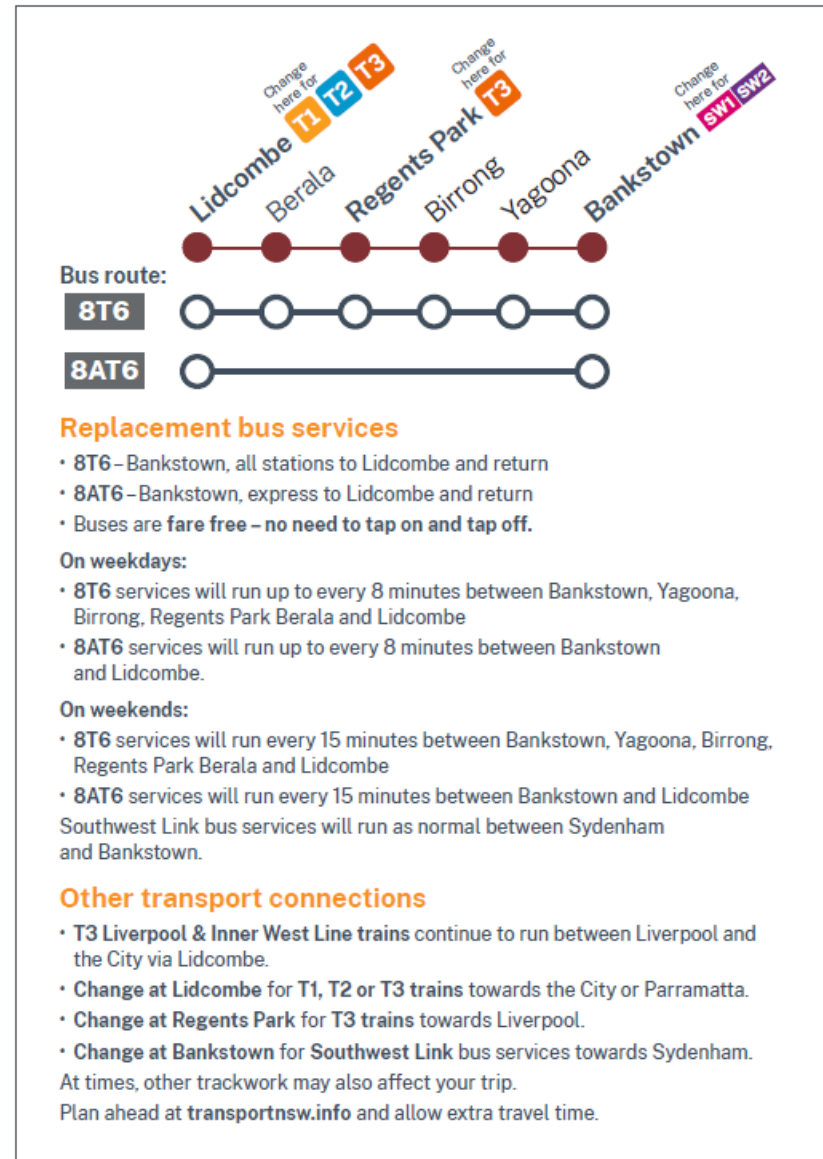
27 April – 29 June

T6 Lidcombe & Bankstown Line

From **Sunday 27 April to Sunday 29 June 2025**, buses replace trains between Bankstown and Lidcombe due to Sydney Metro construction works.

Scan the QR code to plan ahead.



Change here for T1 T2 T3

Change here for T3

Change here for SW1 SW2

Bus route:

8T6

8AT6

Replacement bus services

- **8T6** – Bankstown, all stations to Lidcombe and return
- **8AT6** – Bankstown, express to Lidcombe and return
- Buses are **fare free** – no need to tap on and tap off.

On weekdays:

- **8T6** services will run up to every 8 minutes between Bankstown, Yagoona, Birrong, Regents Park Berala and Lidcombe
- **8AT6** services will run up to every 8 minutes between Bankstown and Lidcombe.

On weekends:

- **8T6** services will run every 15 minutes between Bankstown, Yagoona, Birrong, Regents Park Berala and Lidcombe
- **8AT6** services will run every 15 minutes between Bankstown and Lidcombe

Southwest Link bus services will run as normal between Sydenham and Bankstown.

Other transport connections

- **T3 Liverpool & Inner West Line** trains continue to run between Liverpool and the City via Lidcombe.
- **Change at Lidcombe** for T1, T2 or T3 trains towards the City or Parramatta.
- **Change at Regents Park** for T3 trains towards Liverpool.
- **Change at Bankstown** for Southwest Link bus services towards Sydenham.

At times, other trackwork may also affect your trip.
Plan ahead at transportnsw.info and allow extra travel time.

Appendix B - Temporary Bus Stop Infrastructure Assessment

8T3-Bankstown to Lidcombe-Inbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
2200343	BANKSTOWN STATION Stand G	1 (pick up only)
219915	YAGOONA STATION-Hume Hwy opp Yagoona Station	2
214395	BIRRONG STATION-Birrong Station, Auburn Road	3
214341	REGENTS PARK STATION- Regents Park Station, Amy St	4
2141276	BERELA STATION -Berala Station, Campbell St	5
214197	LIDCOMBE STATION -Lidcombe Station, Railway St, Stand C	6 (set down only)

8T3-Bankstown to Lidcombe Route-Outbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
2141286	LIDCOMBE STATION -Lidcombe Station, Church St	1 (pick up only)
2141275	BERELA STATION -Campbell St opp Berala Station	2
214321	REGENTS PARK STATION -Amy St opp Regents Park Station	3
214394	BIRRONG STATION -Birrong Station, Auburn Road	4
219911	YAGOONA STATION -Yagoona Station, Hume Hwy	5
2200373	BANKSTOWN STATION-Bankstown Station, Stand C	6 (set down only)

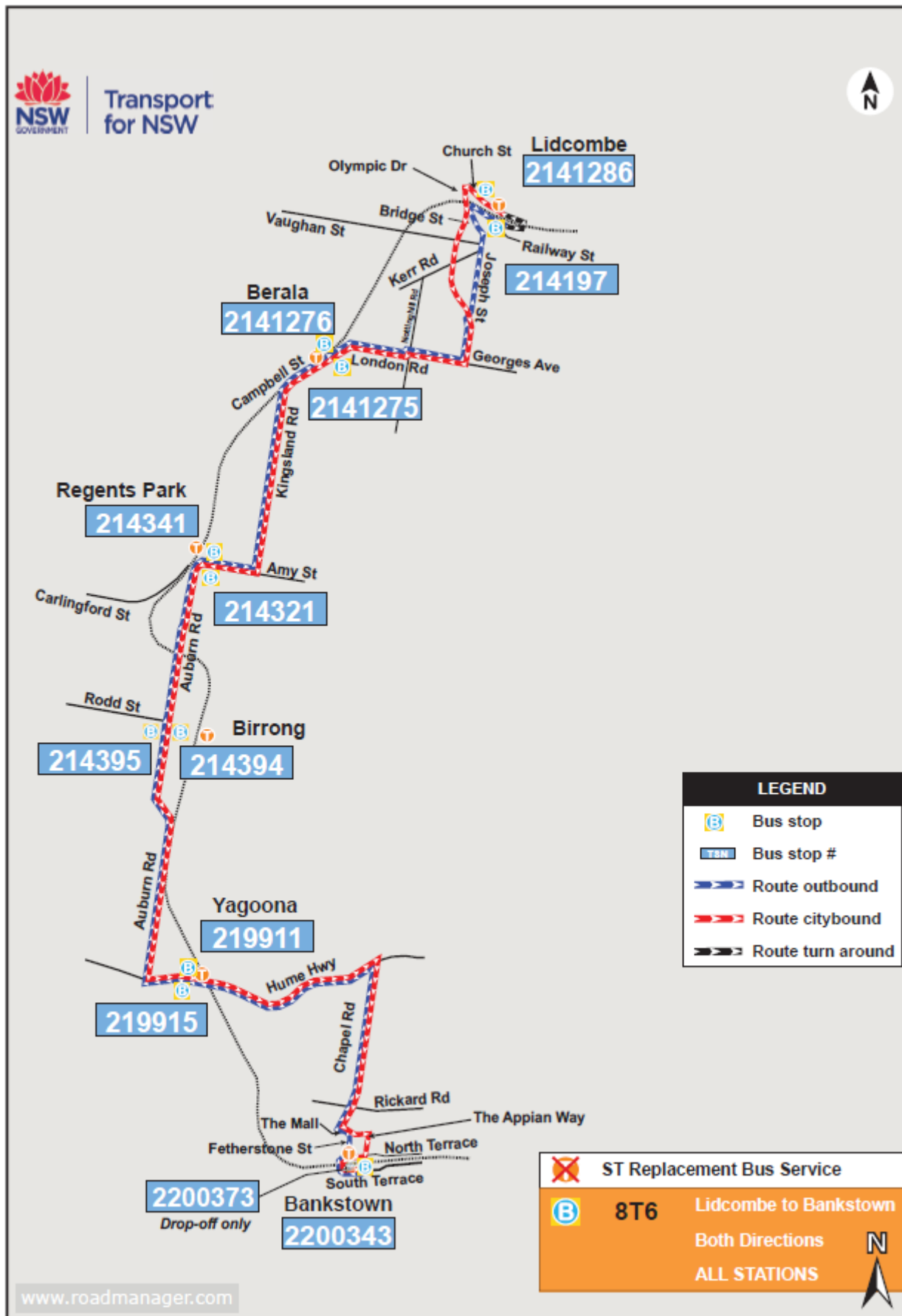
8AT3-Bankstown Express to Lidcombe-Inbound

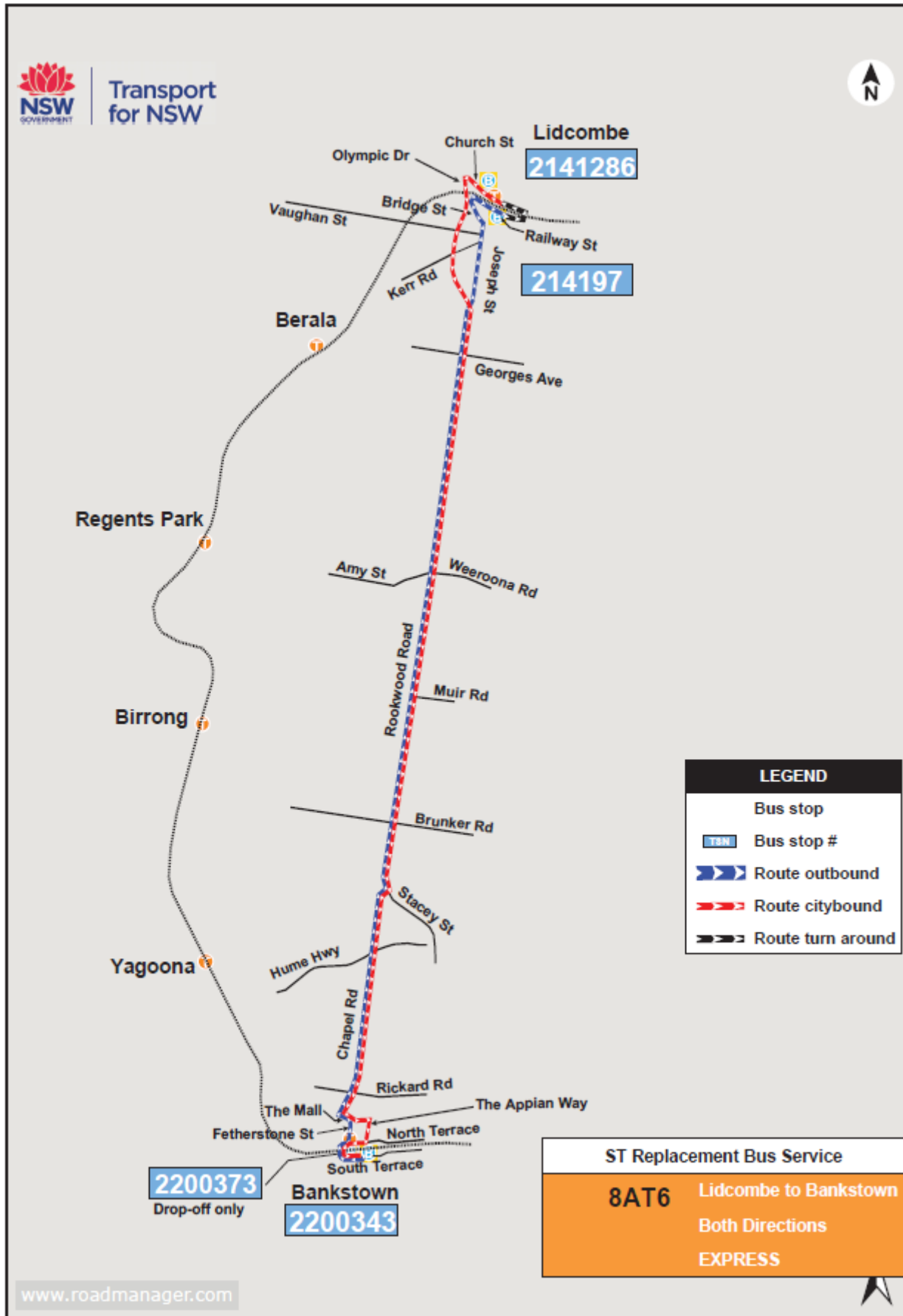
Stop ID (TSN)	STATION- Transit Stop Name	Stop order
2200343	BANKSTOWN STATION Stand G	1 (pick up only)
214197	LIDCOMBE STATION -Lidcombe Station, Railway St, Stand C	2 (set down only)

8AT3-Bankstown Express to Lidcombe-Inbound

Stop ID (TSN)	STATION- Transit Stop Name	Stop order
2141286	LIDCOMBE STATION -Lidcombe Station, Church St	1 (pick up only)
2200373	BANKSTOWN STATION-Bankstown Station, Stand C	2 (set down only)

Appendix C – Temporary Transport Plan Bus Routes





Appendix D – Community Consultation Flyers

Transport for NSW

Temporary parking changes

Church Street, Lidcombe

Sunday 27 April to Sunday 29 June 2025



Transport for NSW acknowledges the Darug people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

Metro work means buses will replace trains on the T6 Lidcombe & Bankstown Line from 27 April to 29 June 2025.

During this time, temporary parking changes are needed around Lidcombe Station to allow rail replacement buses to operate safely in the area.

Detail about the changes can be found below, and on the map overleaf.

At the conclusion of the two-month period, all parking will be reinstated.

Temporary parking changes: Sunday 27 April to Sunday 29 June 2025

The following temporary changes will be in place on Church Street, Lidcombe:

- Remove 6 spaces (approximately 45 metres) of the Taxi Zone on the southern side of Church Street to create a temporary Bus Zone.
- Remove 14 parking spaces (approximately 50 metres) on the southern side of Church Street to create a temporary Bus Zone. These spaces are currently 45-degree angled parking and sign posted two-hour parking from 8.30am to 6.00pm, Monday to Friday and 8.30am to 12.30pm, Saturday.
- Remove 3 parking spaces (approximately 22 metres) on the northern side of Church Street to create a temporary Taxi Zone. These parking spaces are currently sign posted 30-minute parking from 8.30am to 6.00pm, Monday to Friday and 8.30am to 12.30pm, Saturday.
- Remove 4 parking spaces (approximately 24 metres) on the northern side of Church Street to create a temporary Taxi Zone. Three of these parking spaces are currently unrestricted and one is sign posted two-hour parking from 8.30am to 6.00pm, Monday to Friday and 8.30am to 12.30pm, Saturday.

Map of temporary parking changes



Contact us



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Transport for NSW

Temporary weekend parking changes

West Terrace, Bankstown

Sunday 27 April to Sunday 29 June 2025



Transport for NSW acknowledges the Darug people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

Metro work on the T6 Lidcombe & Bankstown Line means buses will replace trains between Bankstown and Lidcombe from 27 April to 29 June 2025.

During this time, parking changes are needed on West Terrace to allow the weekday Bus Zone to also operate on weekends.

Detail about the parking changes can be found below and on the map overleaf.

Temporary Saturday parking changes

The following temporary changes will be in place on Saturdays and Sundays from Sunday 27 April to Sunday 29 June 2025:

- Remove 13 parking spaces (approximately 80 metres) on the eastern side of West Terrace (between South Terrace and Raymond Street) to create a Bus Zone, Monday to Sunday. These parking spaces are currently sign posted as a Bus Zone Monday to Friday and two-hour parking from 8.30am to 12.30pm, Saturday.

Map of temporary parking changes



Contact us



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