



# Sydney Metro West Project Overview

2019





## Sydney Metro is Australia's biggest public transport project

New metro rail will connect Greater Parramatta with the Sydney central business district (CBD). Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays Precinct.

Sydney Metro West will double the rail capacity between Parramatta and the Sydney CBD, with a travel time target between the two centres of about 20 minutes.

Metro services are already connecting people between the city's North West at Rouse Hill and Chatswood, and in 2024 metro will extend under Sydney Harbour, through to new stations in the CBD, and beyond to the South West at Bankstown.

Bella Vista Station.

Cover: Artist's impression of Westmead metro station.

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## About this project overview

Sydney Metro is planning to deliver about 24 kilometres of underground rail between Westmead and the Sydney CBD.

This document is intended as an overview of the Sydney Metro West project. It outlines community feedback on early strategic planning, information about proposed station locations and construction sites, and next stages in the planning process.

More detailed information is available in the Sydney Metro West Scoping Report: Westmead to The Bays and Sydney CBD, which has been submitted to the NSW Department of Planning, Industry and Environment.

The Scoping Report provides further information on station locations, community consultation completed to date, and the next steps in preparing detailed environmental assessments for the project, which will be exhibited for community feedback.

Sydney Metro respectfully acknowledges the traditional owners and custodians of this great land and we pay our respects to Elders past, present and future extending this respect to all Aboriginal and Torres Strait Islander peoples.

## Premier's message



In May this year, the new world-class North West Metro opened, a 33 kilometre line from Tallawong to Chatswood.

The success we've already seen in this game changing

project shows just how much commuters appreciate the project, which connects the area by rail like never before.

Sydney's North West is already seeing the benefits of a turn-up-and-go metro service and now we are a step closer to taking the service to more NSW communities and families, with work already underway on the extension from Chatswood, through the CBD and then to Bankstown.

Now, as we progress down the development path of the Western Sydney Metro, please take this opportunity to be part of this exciting project.

**Gladys Berejiklian MP**  
Premier of New South Wales

## Minister's message



Transport in 2019 is so much more than just about a train or a bus or a car. It's about integrated mobility and the incredible way that technology is driving everything that we do.

Sydney Metro, Australia's first fully automated rail network, will forever change how we get around this great city and we're already seeing that change in Sydney's North West.

Under the Sydney CBD, Sydney Metro will be able to operate a new metro train every two minutes in each direction – bringing us in line with other great global cities.

Remarkably, with one line already in operation and another in delivery, it's this next step that will be the biggest – linking the Parramatta and Sydney CBDs, our two great centres.

Welcome aboard Sydney Metro – now's the time to have your say as the NSW Government delivers the biggest urban infrastructure investment in the nation's history.

**Andrew Constance MP**  
Minister for Transport and Roads

# Project summary

In November 2016, the NSW Government announced Sydney Metro West – the city’s next underground metro railway.

Connecting Greater Parramatta and the Sydney CBD, this once-in-a-century infrastructure investment will transform the city for generations to come. It will double rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

Since 2016, Sydney Metro has been working with local communities, stakeholders and industry to create a project that will deliver fast, safe and reliable metro rail.

During this time, Sydney Metro West has been expanded and refined to service more precincts and communities. Sydney Metro West will have new metro stations at:

- Westmead
- Parramatta
- Sydney Olympic Park
- North Strathfield
- Burwood North
- Five Dock
- The Bays Precinct
- Sydney CBD.

The NSW Government is assessing optional stations at Rydalmere and Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

The Sydney Metro team will continue to consult with the community, stakeholders and industry during the ongoing planning process.

Artist's impression of The Bays metro station.



# The biggest urban rail project in Australian history

## North West Metro

Opened 26 May 2019



13 stations



4000 commuter car parks



36 kilometres

## City & Southwest

Open 2024



18 stations



New CBD connections



30 kilometres, including under Sydney Harbour

## West

(final alignment to be confirmed)



Connecting Parramatta and Sydney CBDs



Eight stations serviced



3.2 million Western Sydney population, 2036

## Greater West

(final alignment to be confirmed)



Connecting Western Sydney Airport to the rest of Sydney

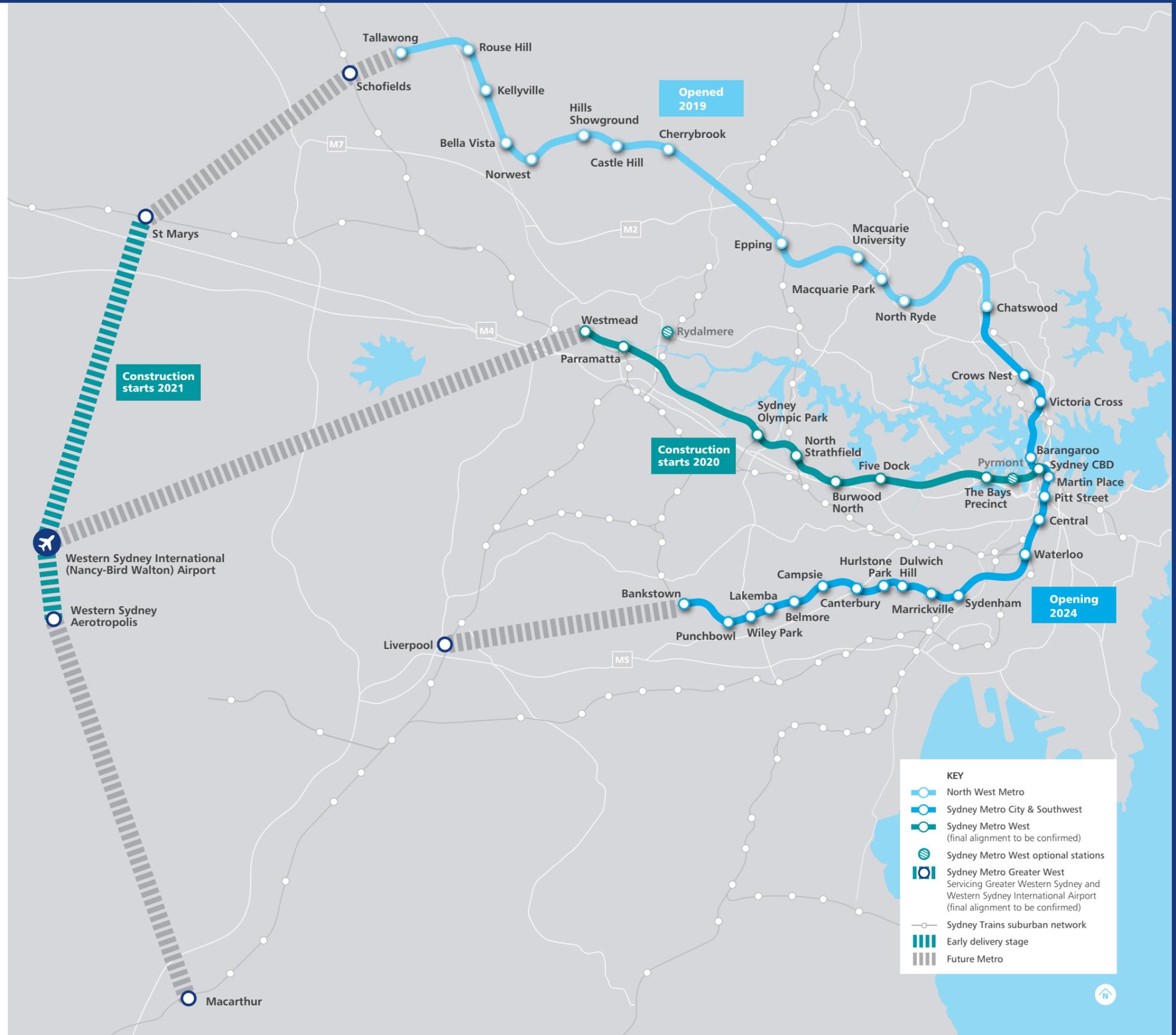


Servicing Greater Western Sydney



Opening together with new airport

 Sydney Trains suburban network



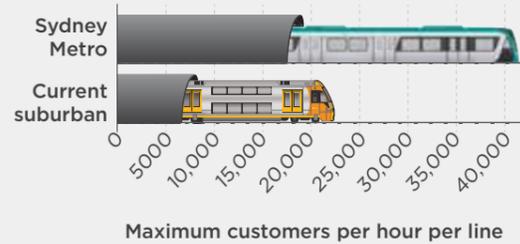
# A new railway for Sydney

Fast, safe and reliable journeys



Travel time target of around **20 minutes** between Parramatta and 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, are 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.



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



Next generation fully air-conditioned metro trains.



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.



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



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



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

# Why this project is needed

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 new jobs.

What's forecast for the Parramatta to Sydney CBD corridor by 2036?



More than **300,000** new jobs will be created



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



**420,000** people will move into the corridor



**3.2 million people** will live in Western Sydney - that's about 50 per cent of Sydney's population

Over the next 15 years, NSW will require infrastructure to support:

**40%** more train trips

**30%** more car trips

**31%** more households.

# 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.

Created on the 30-minute cities concept, 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

Transport for NSW's 'Future Transport 2056' strategy 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 strategy can be found at:  
[future.transport.nsw.gov.au](http://future.transport.nsw.gov.au).



## A focus on the Greater West

Sydney Metro West will make it faster and easier to get to Parramatta from 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 Parramatta and the Sydney CBD, 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.

Aerial view of Parramatta.

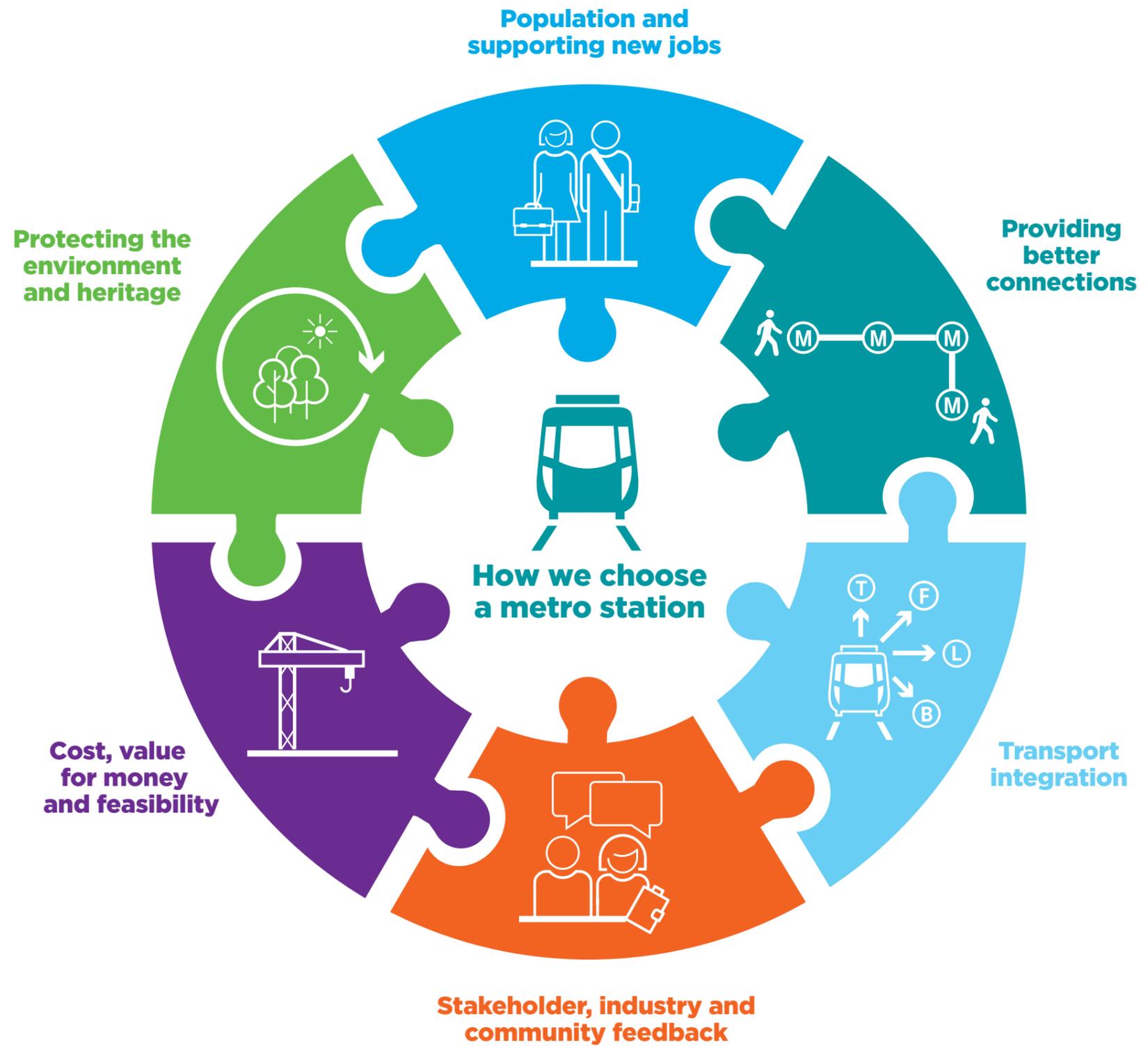


# Station locations

Sydney Metro has been working with local communities, stakeholders and industry to create a project that will deliver a fast, safe and reliable metro.

Sydney Metro has now confirmed stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing optional stations at Rydalmere and Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.





Artist's impression of Burwood North Station.



Stations are designed to be an easy part of daily journeys

State-of-the-art technology keeps customers connected - from planning a journey from home using smartphone travels apps to real-time information at metro stations and on board trains.

Sydney Metro stations are fully accessible for people with reduced mobility, people with prams and children. This includes level access between platforms and trains and lifts at all stations.

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.

These doors run the full length of the platforms and only open at the same time as the train doors.

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

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.

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

A Sydney Metro station.



# Parramatta

The proposed Parramatta metro station would be on the block bounded by George, Macquarie, Church and Smith streets with an entrance on Horwood Place.

Strategically located to the north of the existing Parramatta Station, the new metro would be within the commercial core of the Parramatta CBD, taking pressure off the existing station and giving customers a second rail option.

Parramatta metro station would support Parramatta CBD as a major employment growth centre, boosting jobs and improving connections across Greater Sydney. It would provide easy, efficient and accessible interchange with buses and Parramatta Light Rail.

The new metro station would integrate with the proposed Civic Link, a green, pedestrianised public space from Parramatta Square in the south to Parramatta River in the north.

Closure of the City Centre Car Park on Horwood Place is consistent with plans for the future vision of Parramatta including the proposed Civic Link. Closure of the car park was identified in the City of Parramatta Council's draft 'Parramatta CBD Public Car Parking Strategy' in 2017.



Western Sydney University, Parramatta.

Feature	Description
<b>Centre type</b>	Central business district
<b>Transport connections</b>	Sydney Trains, light rail, bus, ferry, taxi/ride share, kiss and ride, walking and cycling
<b>Proposed station entry</b>	One station entrance on Horwood Place with a second station entrance to be determined
<b>Customers</b>	Residents and visitors travelling to nearby employment, education and residential precincts
<b>Station type</b>	Cut-and-cover
<b>Provision for integrated station and precinct development</b>	Yes, in consideration of the area's local character and relevant planning controls
<b>Local government area</b>	Parramatta



NOTE  
Diagram not to scale, indicative only.

Proposed construction site for new metro station.

# Sydney Olympic Park

The proposed Sydney Olympic Park metro station would be located to the south of the existing Olympic Park Station. Located in the heart of the growing town centre, the station would sit to the east of Olympic Boulevard with the main station entrances between Herb Elliot Avenue and Figtree Drive, and off Dawn Fraser Avenue.

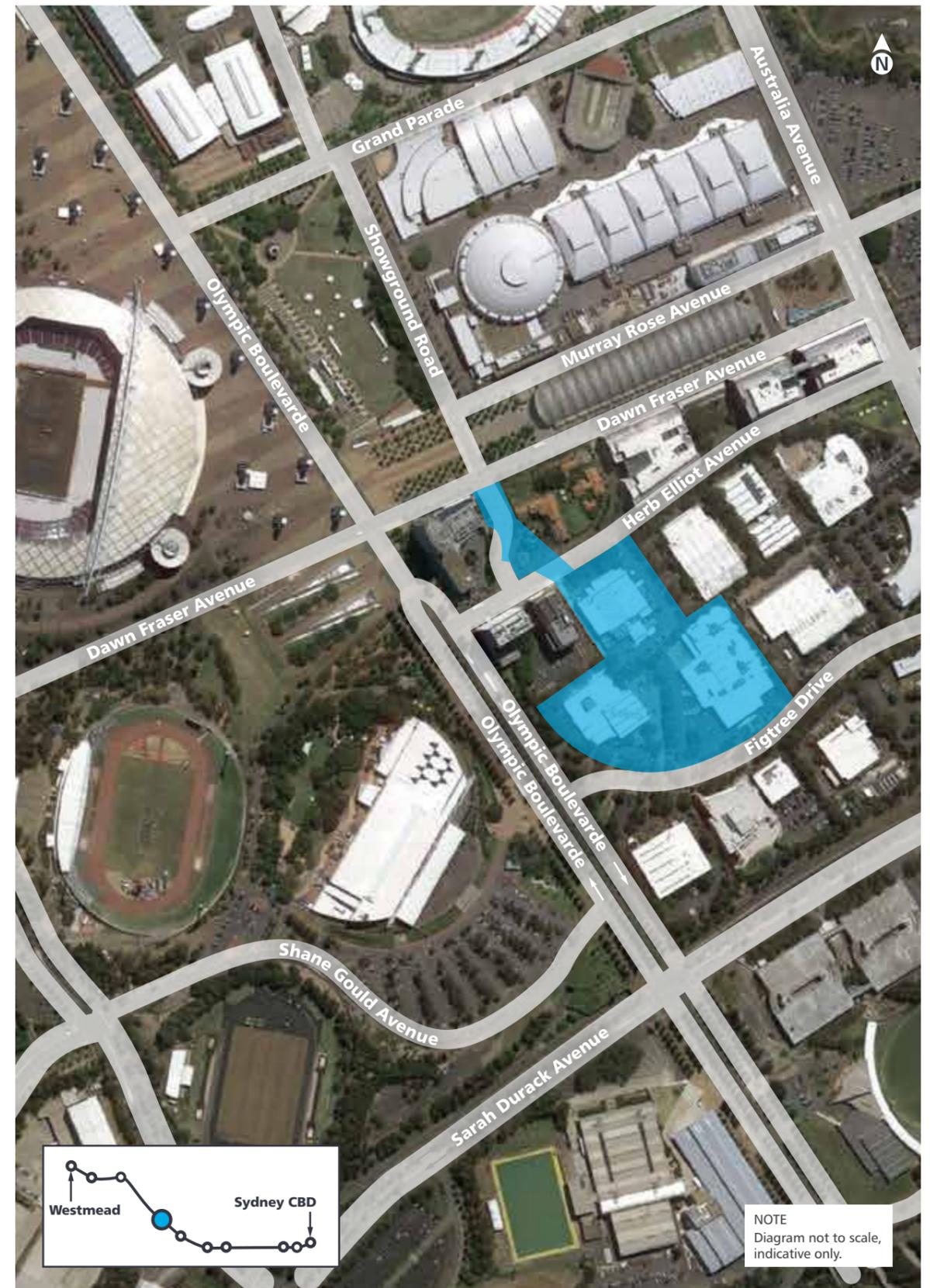
The station would provide for easy connections with the planned Parramatta Light Rail, the T7 Olympic Park Line and buses.

A metro station at Sydney Olympic Park would 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.



Sydney Olympic Park.

Feature	Description
<b>Centre type</b>	State significant precinct
<b>Transport connections</b>	Sydney Trains, proposed light rail, bus, taxi/ride share, kiss and ride, walking and cycling
<b>Proposed station entry</b>	The main station entrances would be between Herb Elliot Avenue and Figtree Drive, and off Dawn Fraser Avenue
<b>Customers</b>	Visitors to major events, recreational facilities and parklands Residents or employees travelling to nearby residential and employment precincts
<b>Station type</b>	Cut-and-cover
<b>Provision for integrated station and precinct development</b>	Yes, in line with future plans for the precinct
<b>Local government area</b>	Parramatta



Proposed construction site for new metro station.

NOTE  
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# North Strathfield

The proposed North Strathfield metro station would be adjacent to the existing North Strathfield Station. New metro platforms would sit alongside the existing station and entry to the station would be from a new entrance on Queen Street.

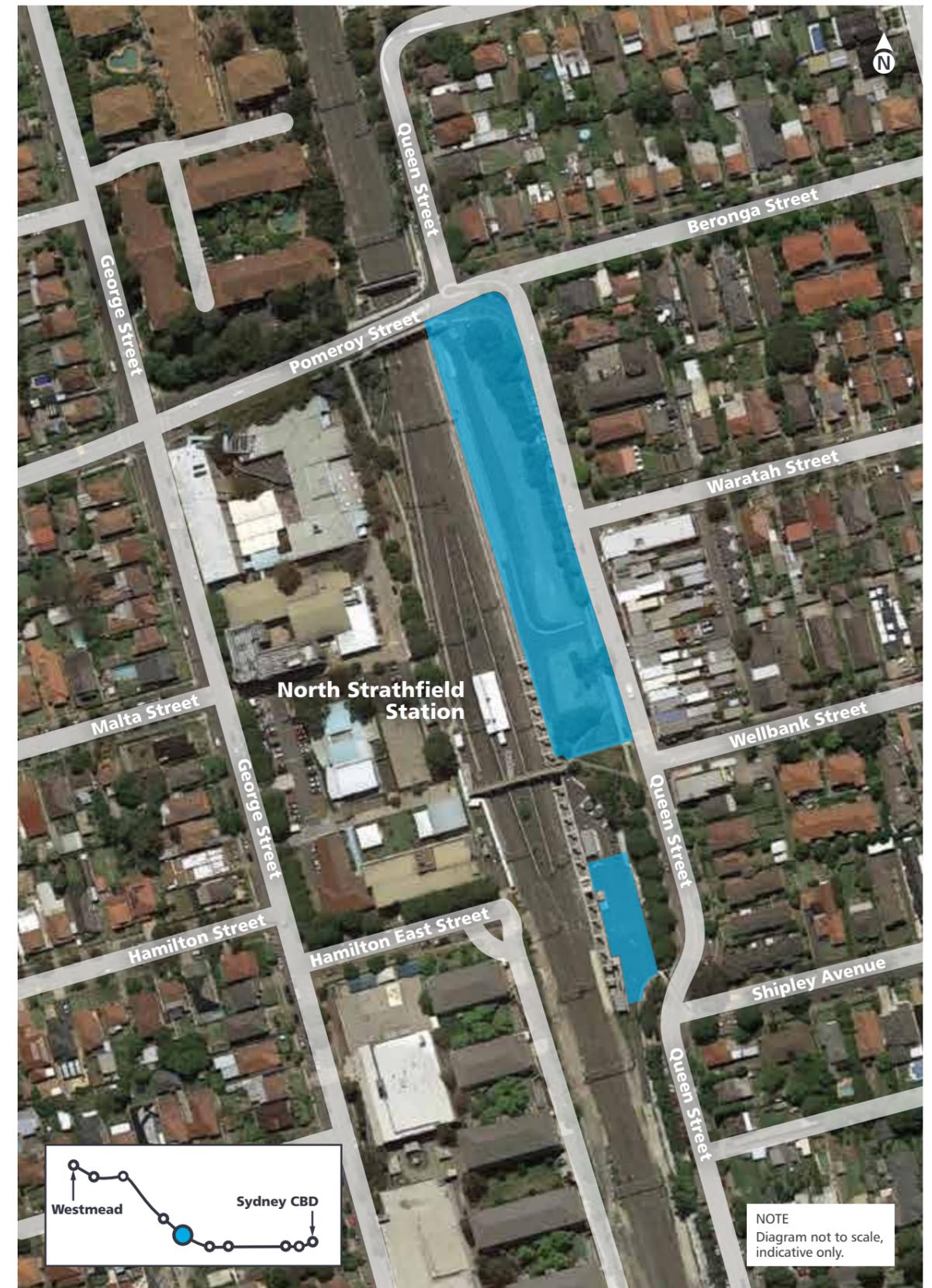
The station would improve connections to key employment and education precincts, taking the pressure off Strathfield Station. It would provide for an easy interchange with the T9 Northern Line, opening up access to key centres in the North West like Norwest and Castle Hill via Epping.

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



A North Strathfield cafe.

Feature	Description
Centre type	Local centre
Transport connections	Sydney Trains, bus, taxi/ride share, kiss and ride, walking and cycling
Proposed station entry	One new station entrance on Queen Street
Customers	Residents, visitors and school children travelling to nearby residential and education precincts Visitors to local entertainment, retail or dining attractions
Station type	Cut-and-cover
Provision for integrated station and precinct development	No
Local government area	Canada Bay



Proposed construction site for new metro station.

NOTE  
Diagram not to scale,  
indicative only.

# Burwood North

The proposed Burwood North Station would be located at the corner of Burwood and Parramatta roads, with entrances on both the north and south sides of Parramatta Road.

A new metro station at Burwood North would take the pressure off the existing bus network along Parramatta and Burwood roads as well as Burwood Station.

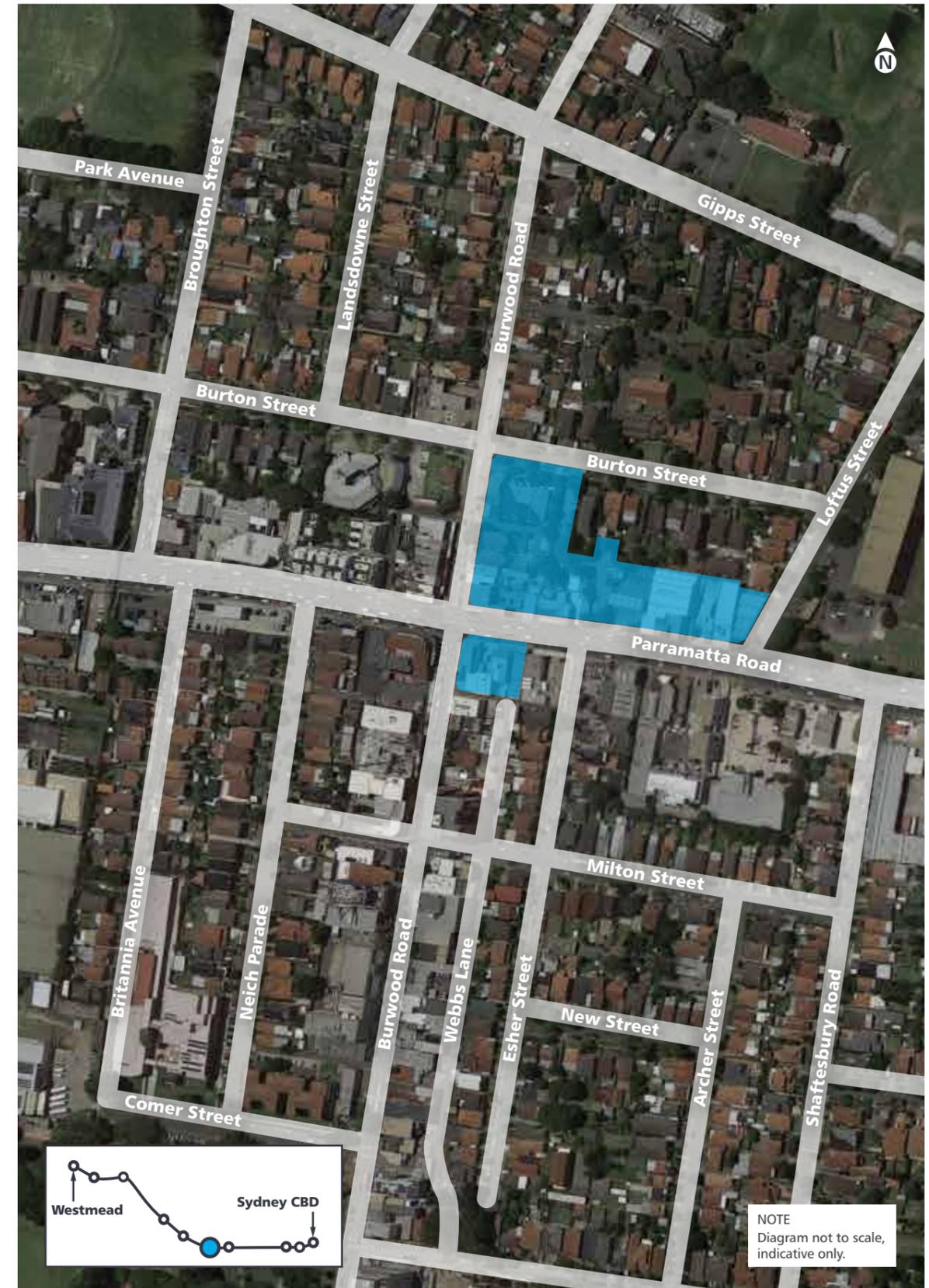
Burwood North Station would strengthen the thriving business and retail centre to the south of Parramatta Road, and provide a new fast, frequent and reliable transport link for the community north of Parramatta Road.

The station would support the Parramatta Road Corridor Urban Transformation Strategy which includes streetscape upgrades and the creation of new and improved open spaces, urban plazas and town squares, new walking and cycling links and open spaces.



Burwood Park.

Feature	Description
Centre type	Strategic centre
Transport connections	Bus, taxi/ride share, kiss and ride, walking and cycling
Proposed station entry	Two new station entrances on Burwood Road, one to the north of Parramatta Road and one to the south
Customers	Existing residents within walking and cycling distance Visitors travelling to education precincts
Station type	Cut-and-cover
Provision for integrated station and precinct development	Yes, in consideration of the area's local character and relevant planning controls
Local government area	Burwood and Canada Bay



NOTE  
Diagram not to scale,  
indicative only.

Proposed construction site for new metro station.

# Five Dock

The proposed Five Dock Station would be located off Great North Road, between East Street and then at the corner of Second Avenue and Waterview Street. The station entrance would be located at Fred Kelly Place off Great North Road.

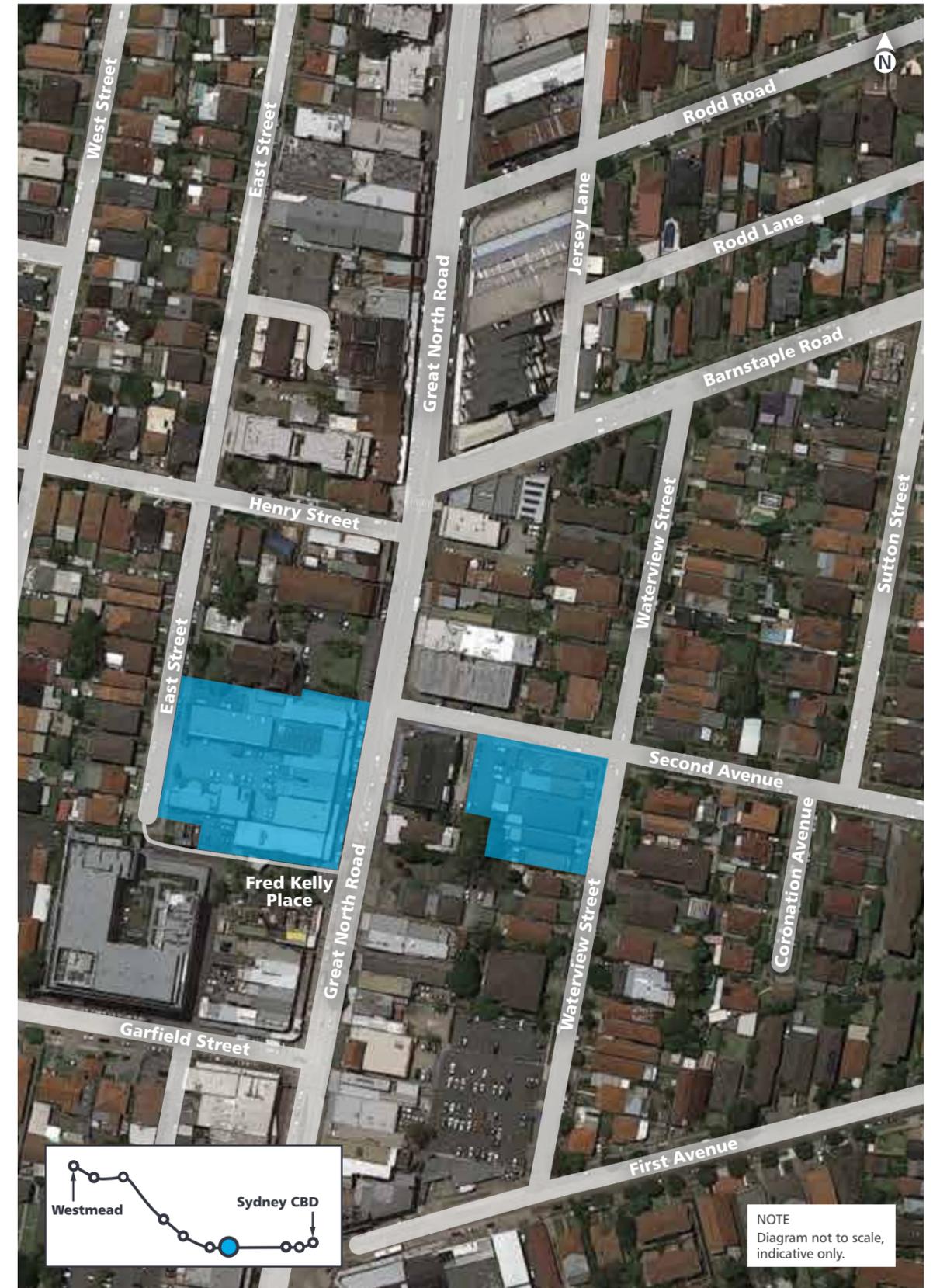
The project would deliver rail to this area for the first time, providing for a fast and direct trip into the Sydney CBD. The new metro station would also provide for an easy interchange with the local bus network along Great North Road.

The metro station would be integrated into the area and support recommendations of council's 'Five Dock Town Centre Urban Design Study', building on Five Dock as a vibrant and friendly village to live, work and visit.



Great North Road, Five Dock.

Feature	Description
Centre type	Local centre
Transport connections	Bus, taxi/ride share, kiss and ride, walking and cycling
Proposed station entry	One station entrance at Fred Kelly Place, off Great North Road
Customers	Existing residents within walking and cycling distance Visitors travelling to education precincts
Station type	Binocular
Provision for integrated station and precinct development	Yes, in consideration of the area's local character and relevant planning controls
Local government area	Canada Bay



Proposed construction site for new metro station.

NOTE  
Diagram not to scale,  
indicative only.

# The Bays Precinct

The proposed Bays Station would be located between Glebe Island and White Bay Power Station with an entrance to the south of White Bay. It would provide direct access to the proposed future Bays Waterfront Promenade, which would run north to south along White Bay.

The Bays Station would be the main link into this new precinct as well as serving the communities of Balmain, Rozelle and Blackwattle Bay.

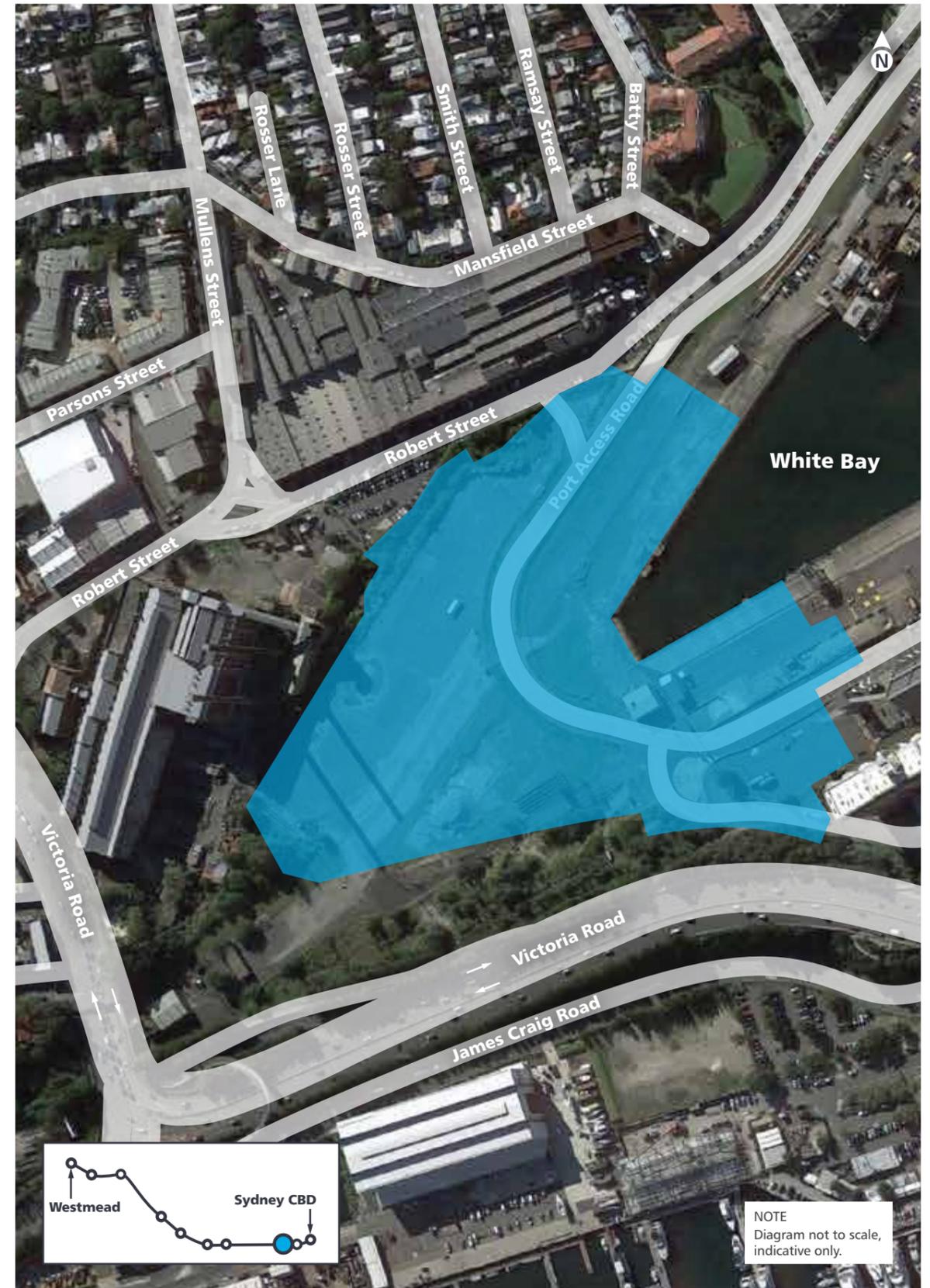
Almost 100 hectares of land at The Bays will be regenerated to become Sydney's newest harbourside business, technology and education hub with new homes, retail and lifestyle opportunities.

This transformation will happen over the next 20-30 years.



Aerial view of White Bay.

Feature	Description
<b>Centre type</b>	Central business district
<b>Transport connections</b>	Bus, potential ferry, taxi/ride share, kiss and ride, walking and cycling
<b>Proposed station entry</b>	One new station entrance to the south of White Bay, near the proposed future Bays Waterfront Promenade
<b>Customers</b>	Residents residing within the precinct Employees and visitors to business and education districts within The Bays Visitors to retail, commercial and recreational attractions
<b>Station type</b>	Cut-and-cover
<b>Provision for integrated station and precinct development</b>	Yes, in line with future plans for the precinct
<b>Local government area</b>	Inner West



Proposed construction site for new metro station.

NOTE  
Diagram not to scale, indicative only.





# Strategic station options

Additional metro stations at Rydalmere and Pyrmont are being considered as strategic options subject to feasibility. A station at Rydalmere would be located between Parramatta and Sydney Olympic Park and a station at Pyrmont would be located between The Bays and the Sydney CBD.

## Rydalmere

Feature	Description
Centre type	Local centre
Transport connections	Light rail, bus, taxi/ride share, kiss and ride, walking and cycling
Proposed station entry	To be determined
Customers	Existing residents within walking and cycling distance Visitors travelling to education precincts
Station type	To be determined
Provision for integrated station and precinct development	To be determined
Local government area	Parramatta

## Pyrmont

Feature	Description
Centre type	Central business district
Transport connections	Light rail, bus, taxi/ride share, kiss and ride, walking and cycling
Proposed station entry	To be determined
Customers	Residents residing within the precinct, employees and visitors to business and education districts within Pyrmont Visitors to retail, commercial, recreational and tourist attractions
Station type	To be determined
Provision for integrated station and precinct development	To be determined
Local government area	City of Sydney



Western Sydney University, Rydalmere.



# Supporting services and infrastructure

## Clyde stabling and maintenance facility

The project requires land to stable metro trains and to house the maintenance and operational facilities associated with running a world-class metro railway.

A stabling and maintenance facility is proposed to be located in the Clyde and Rosehill industrial estate bounded by James Ruse Drive, Western Motorway (the M4), Unwin Street and Shirley Street.

The site is situated opposite Rosehill Gardens racecourse and includes the Valvoline Speedway site.

The proposed Clyde facility could provide a location to house a high-tech Operations Control Centre to constantly monitor all aspects of the Sydney Metro West line, controlling the trains, tunnels and platforms to deliver safe and reliable journeys.

Inside the facility, a traction substation would provide power to the metro line and a water treatment plant would treat and recycle all wastewater from the tunnels, stations and underground facilities. The facility would also house offices, parking and storage.

Work to establish this facility would include:

- enabling work including protection or diversion of utilities and establishment of site access points
- site clearing and remediation
- transporting fill material to build retaining walls if required
- establishing a pre-cast concrete manufacturing facility to support tunnelling activities.

## Services facilities

Services facilities are proposed to be built at Silverwater and within the Clyde stabling and maintenance facility to provide fresh air ventilation into the tunnels and emergency exits out of them.

Work to build the facilities would include:

- enabling work including protection or diversion of utilities and establishment of site access points
- site clearing
- excavating a vertical shaft to the tunnels below
- lining and reinforcement of the shaft.

Further planning is underway to determine the location of another service facility between Five Dock and The Bays Precinct.

## Tunnelling

Sydney Metro West would include constructing twin tunnels along the project alignment.

It is anticipated that tunnel boring machines would be launched from the sites at Westmead and The Bays.

These sites would provide support for tunnelling operations including:

- spoil storage and removal of crushed rock
- power supply to the tunnel boring machines
- fresh air ventilation
- grout batching
- water treatment
- disposal material storage
- office facilities, amenities and construction worker parking.



NOTE  
Diagram not to scale,  
indicative only.



NOTE  
Diagram not to scale,  
indicative only.

Construction site.

# Placemaking and station precincts

Sydney Metro West is a chance to build more than just railway stations. Through excellence in design and delivery, Sydney Metro will deliver places which:

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

Through urban design principles and placemaking, Sydney Metro precincts will be more than somewhere to catch the train, they 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 be vibrant places and landmarks in their own right, building on the local character of each area.

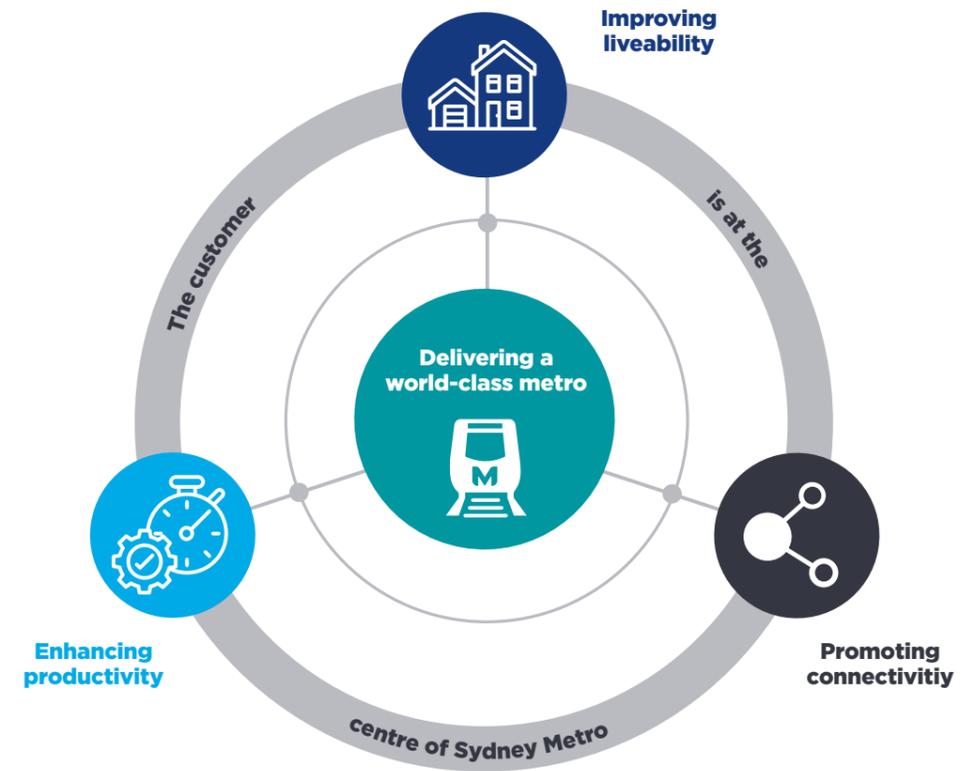
## Integrated station and precinct developments

New metro stations create opportunities to provide for community needs in consideration of the future vision, relevant planning controls and local character of each area. An integrated station and precinct development is made up of the metro station and building(s) above and/or around the station that could deliver a range of uses like community facilities, new homes and green spaces, shops, restaurants and commercial office spaces.

Provisions for station and precinct developments are being made for:

- Westmead
- Parramatta
- Sydney Olympic Park
- Burwood North
- Five Dock
- The Bays
- Sydney CBD.

All future integrated station and precinct developments would be subject to separate planning approval processes and would include community and stakeholder engagement.



## The customer is at the centre

The new metro rail system will be an easy part of daily journeys.

Technology will keep customers connected at all stages of their journey – from smart phone travel apps, to real-time journey information at metro stations and on board trains.

This door-to-door approach will help 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 get customers to and from metro services easily.

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

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



A Westmead cafe.

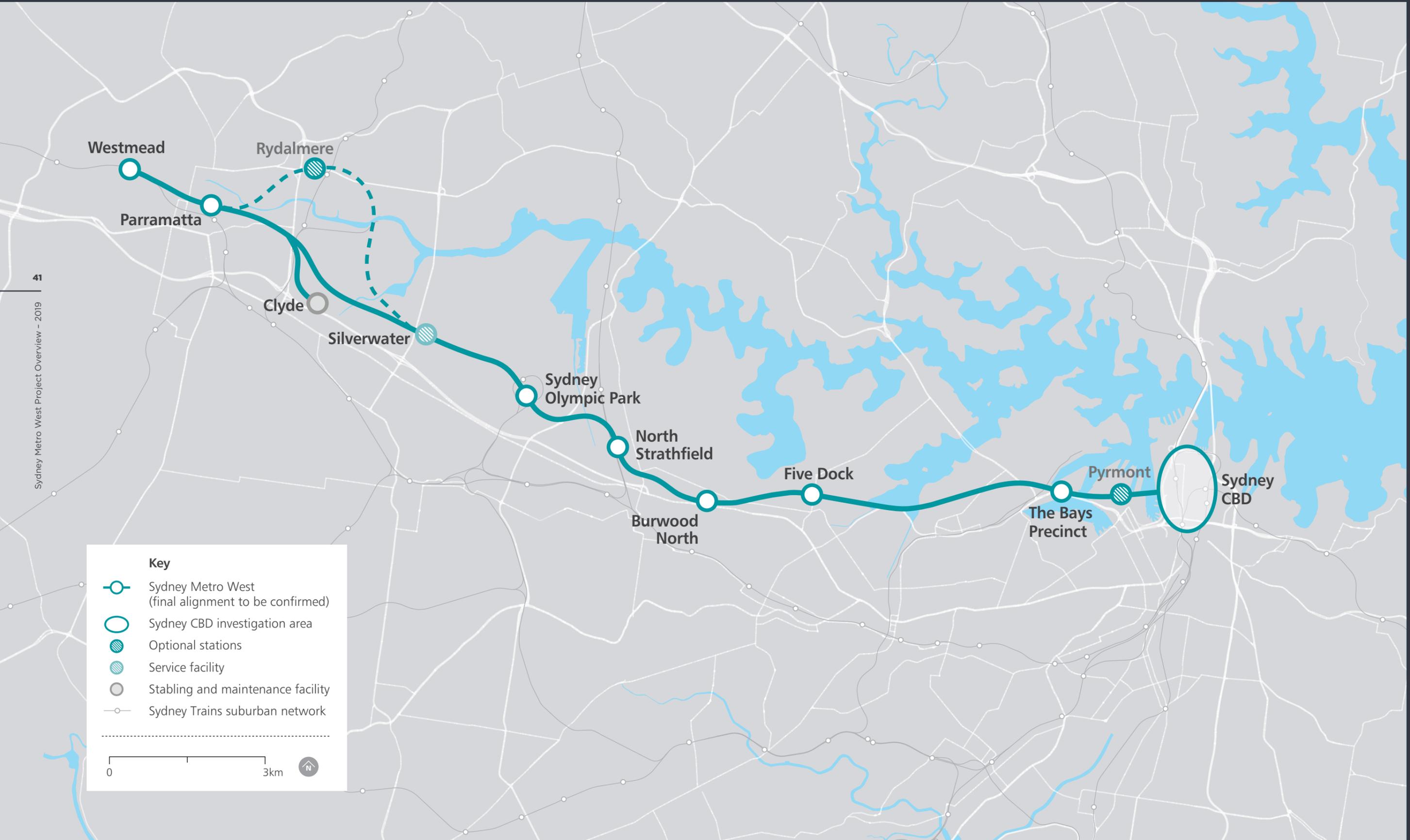


Artist's impression of Parramatta metro station.

# Project alignment

The project alignment will be guided by the location of Sydney Metro West stations.

The exact project alignment including tunnel locations and depths are subject to further technical and environmental studies and will form part of the environmental assessment process.

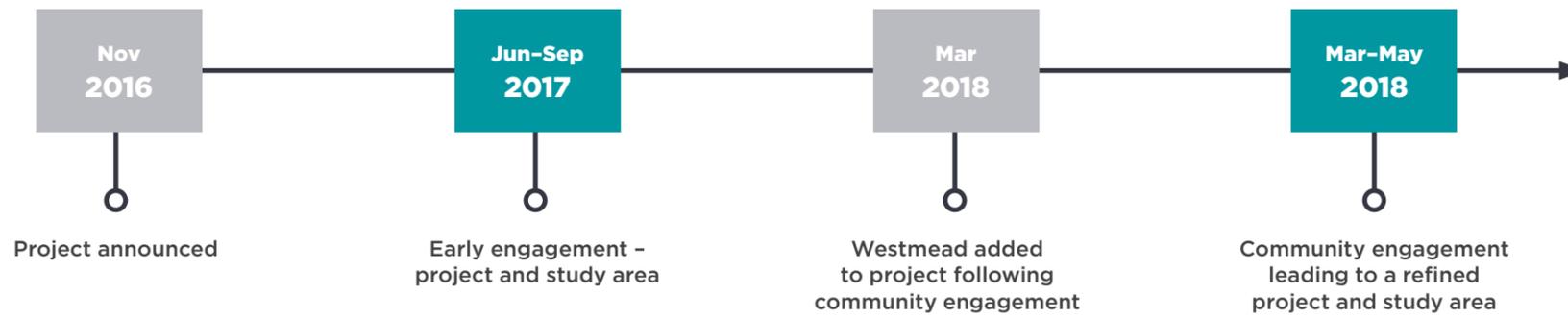


# Community consultation

Sydney Metro West received community, stakeholder and industry feedback throughout 2017 and 2018. Feedback gathered helped shape the project, including station locations.

Sydney Metro will continue to work with the community and stakeholders to ensure there are further opportunities to provide feedback about the project.

## Sydney Metro West community engagement



## During early engagement



**1,600** surveys were completed



**1,000+** submissions and comments were received



**1,500+** people visited information sessions

## How we connected with you



held local community information sessions



met with local community groups



delivered project information to letterboxes



placed project advertisements in local and culturally and linguistically diverse newspapers



sent email updates to our registered database



posted information on social media



undertook surveys seeking feedback



provided information on the project website

## What you told us

It will help get me to uni faster

The character of local areas and landscaping needs to be considered in the designs

I would like to see future connections, like to Western Sydney Airport

Reducing commute times means I get more time with my family and to myself

Local impacts like parking and traffic are important to me

I would like to understand more about construction impacts and further consultation

Walking and cycling routes to stations would make the area a destination

I think this will reduce cars on the road over the long term - Parramatta Road is a concern

It will link people with more services, businesses, education and medical facilities

I think it will make the area better and reduce congestion

Interchanges with other transport modes and connections to stations are important to consider

Stations should be fully accessible



# Working with the community

## Place managers

Sydney Metro West 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. They can be contacted on **1800 612 173** or via the project email [sydneymetrowest@transport.nsw.gov.au](mailto:sydneymetrowest@transport.nsw.gov.au)

Sydney Metro is committed to working closely with affected property owners and tenants during property acquisition to provide support, and to make sure the process is as easy as possible.

Our personal and acquisition managers will make contact with any owner or tenant whose property is directly affected by the project, to answer any questions and provide a point of contact throughout the process.

There are a number of places to find out more information about the Sydney Metro West project and property acquisition process including:

[sydneymetro.info](http://sydneymetro.info) and [propertyacquisition.nsw.gov.au](http://propertyacquisition.nsw.gov.au)

## Property acquisition

In designing major infrastructure projects, Sydney Metro makes every possible effort to avoid the need to acquire private property. In some cases however, there is no alternative but to purchase properties to allow for construction of a project.

A Sydney Metro community event.



# Early investigations

Geotechnical investigations are currently underway to assist with planning and design of the railway and stations. These investigations are required to determine ground conditions, including strength of the underlying rock.

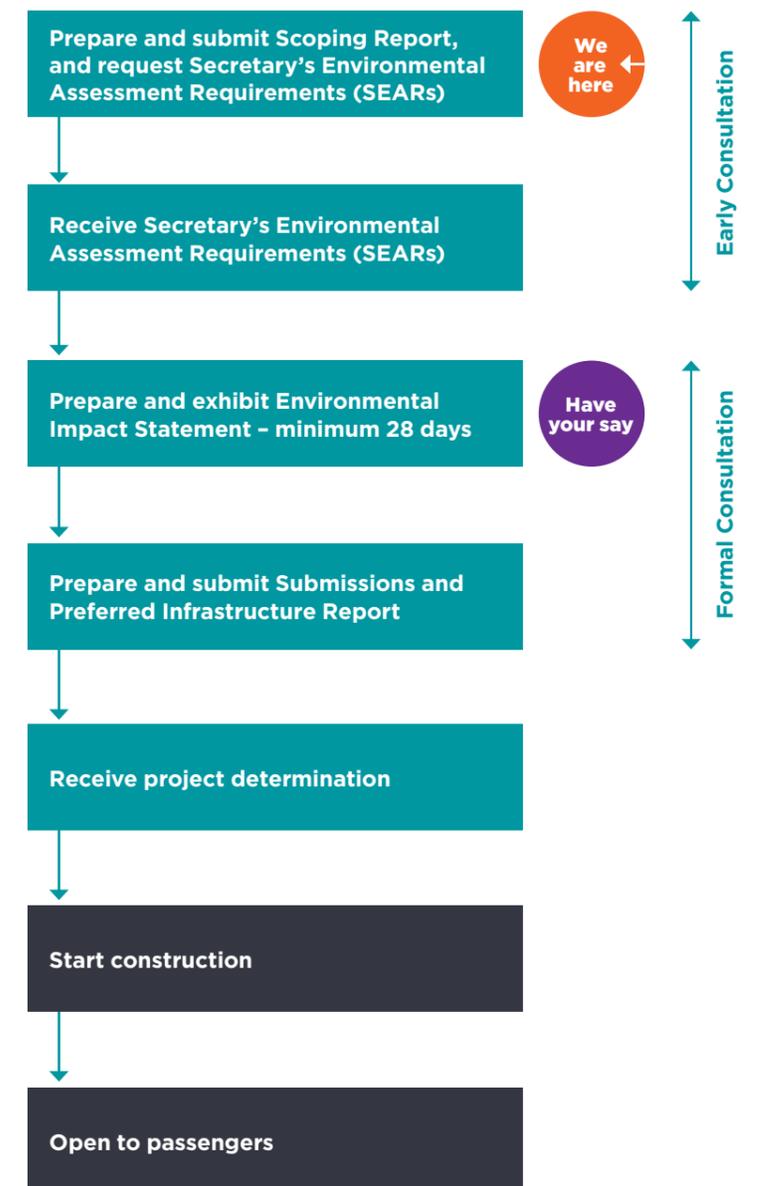
## Next steps

The Sydney Metro West project team will develop detailed planning and environmental assessment documents for further public exhibition and community consultation.

An Environmental Impact Statement for the first stage of the project – Westmead to The Bays, and Sydney CBD – will be placed on public exhibition. Further stages of Sydney Metro West will be assessed in subsequent Environmental Impact Statements.

During the exhibition period, the community will be encouraged to have their say on topics including construction impacts, noise and vibration, site access, traffic and Sydney Metro operations. The project team will also host a series of community drop-in sessions where members of the project team can answer any questions.

## Planning process for Sydney Metro West





# 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.

Εάν χρειάζεστε τις υπηρεσίες διερμηνέα, παρακαλείστε να επικοινωνήσετε με την **Υπηρεσία Μεταφραστών και Διερμηνέων** στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 612 173**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (**Translating and Interpreting Service**) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 **Sydney Metro** 전화 **1800 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 ज़रूरत 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।

Если Вам необходима помощь переводчика, свяжитесь, пожалуйста, с переводческой службой **Translating and Interpreting Service по телефону 131 450** и попросите их соединить Вас с **Сидней Метро (Sydney Metro) по номеру 1800 612 173** Затем переводчик поможет вам с переводом

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。

## Contact us



**1800 612 173** Community information line open 24 hours



[sydneymetrowest@transport.nsw.gov.au](mailto:sydneymetrowest@transport.nsw.gov.au)



Sydney Metro West, PO Box K659, Haymarket NSW 1240



A new Sydney Metro station.

[sydneymetro.info](http://sydneymetro.info)

