

CHATSWOOD TO SYDENHAM

CENTRAL WALK

Modification report summary - June 2017



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About this modification

Transport for NSW is delivering a world-class metro system for Sydney.

The Chatswood to Sydenham section of the Sydney Metro City & Southwest project received planning approval in January 2017.

Following community and stakeholder feedback, Transport for NSW has been working to refine the project to maximise the benefits for customers and the community. These modifications represent better outcomes for the community, with the changes providing improved social and environmental solutions.

Planning modifications will be lodged with the NSW Department of Planning and Environment for assessment for the following changes to the project:

- ▶ Victoria Cross services building and new station entrance: following further investigation works, a new location for the services building will reduce the impact on local stakeholders and provide a larger, more connected station
- ▶ Artarmon substation: as a result of community feedback a new location within the Artarmon Industrial Area will reduce the impact on the local community
- ▶ Central Walk: a new underground concourse to provide better connections to Sydney Metro platforms, light rail and throughout Central Station following consultation with the community

- ▶ Sydenham Station and Sydney Metro Trains Facility South: to allow work to start sooner on this major part of the project
- ▶ Martin Place: to facilitate the fully integrated station and over station development solution proposed by the Macquarie Group Limited, if their unsolicited proposal to the NSW Government is successful.

The community has the opportunity to review the proposed modifications and have their say during the exhibition period.

This book is intended to be an overview of the Modification Report to the Chatswood to Sydenham State Significant Infrastructure Approval (SSI 15_7400).

For further details, please see the Modification Report and supporting documents available on the Department of Planning and Environment website www.planning.nsw.gov.au.

The Sydenham to Bankstown component of the Project is subject to a separate environmental assessment process.

Contact us

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

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



About Sydney Metro

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

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

Sydney Metro, together with signalling and infrastructure upgrades across the existing Sydney rail network, will increase the capacity of train services entering the Sydney CBD – from about 120 an hour today to up to 200 services beyond 2024. That's an increase of up to 60 per cent capacity across the network to meet demand.

Sydney Metro has two core components:

Stage 1: Sydney Metro Northwest

Formerly the 36-kilometre North West Rail Link, this \$8.3 billion Project is now under construction. Tunnelling has finished and construction is progressing rapidly.

Services start in the first half of 2019 using Sydney's new-generation of fully-automated metro trains, with a metro train every four minutes in the peak.

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

Stage 2: Sydney Metro City & Southwest

From Sydney's booming North West region, a new 30-kilometre metro line will extend metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and southwest to Bankstown.

Features will include:

- ▶ 16.5 kilometres of new metro line between Chatswood and Sydenham
- ▶ 15.5 kilometres of new twin rail tunnels
- ▶ 13.5-kilometre upgrade and conversion of the T3 Bankstown Line to metro standards.

It is due to open in 2024 with the capacity to run a metro train every two minutes each way through the centre of Sydney – a level of service never before seen in Sydney.



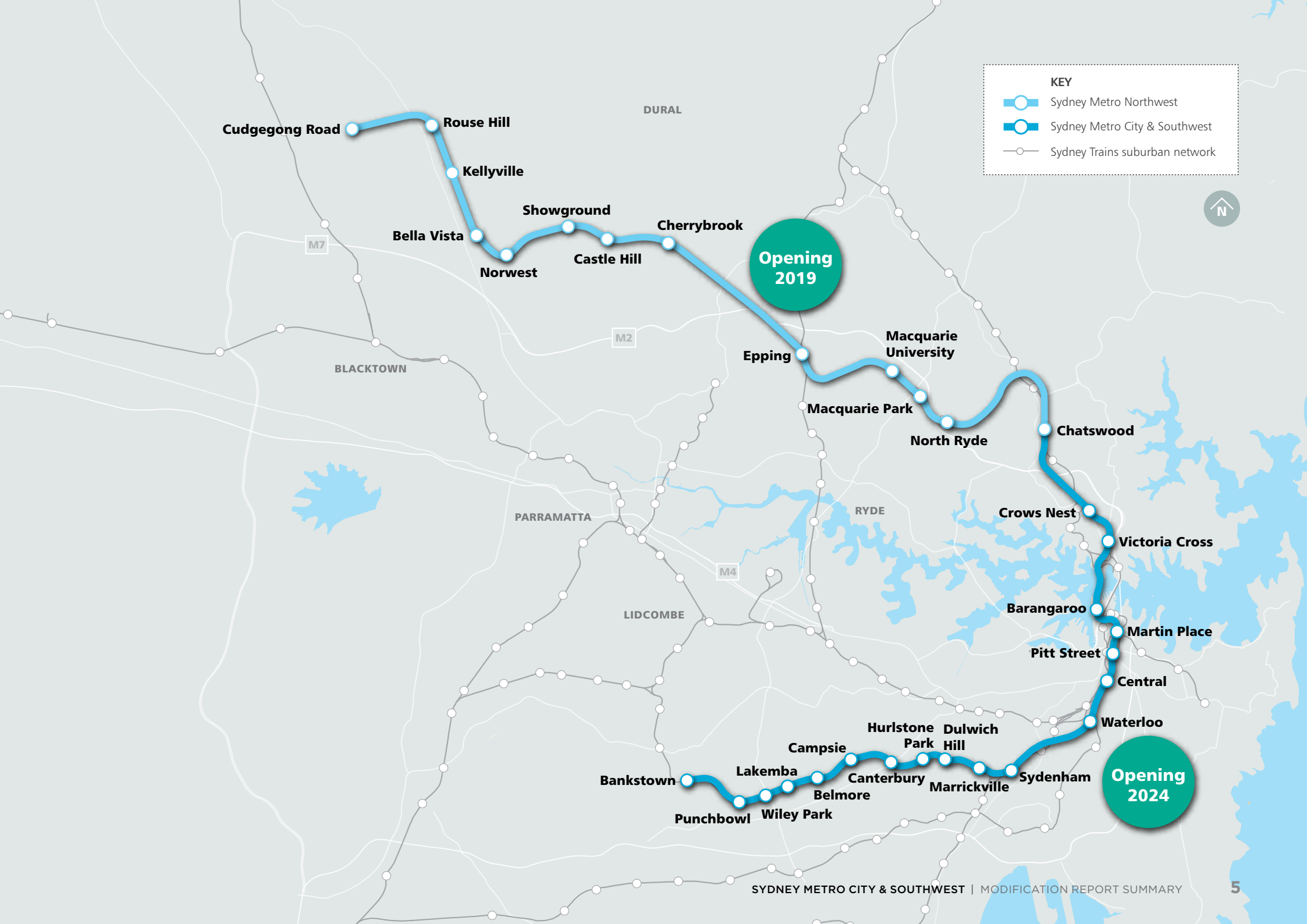
Sydney Metro West

In November 2016, the NSW Government announced a new underground metro railway line will be built between Parramatta and the Sydney CBD to help cater for Sydney's growth.




Four key precincts to be serviced have initially been identified at Parramatta, Sydney Olympic Park, the Bays Precinct and the Sydney CBD.

Transport for NSW will begin engaging with community, industry and key stakeholders later this year to get feedback on the Project.





KEY

-  Sydney Metro Northwest
-  Sydney Metro City & Southwest
-  Sydney Trains suburban network

Opening 2019

Opening 2024

Sydney Metro experience

Australia's biggest public transport project will deliver an easy door-to-door experience, integrating Sydney's new-generation metro trains with state-of-the-art stations and 21st century technology.

Sydney Metro will make it easy for customers to get where they need to go. New metro services will be integrated with other transport modes, including interchanges with the existing Sydney railway network as well as buses, light rail and ferries.

Customers are at the centre of Sydney Metro's 21st century design, including the development of Sydney's new metro train, new metro railway stations, interchanges and precincts.

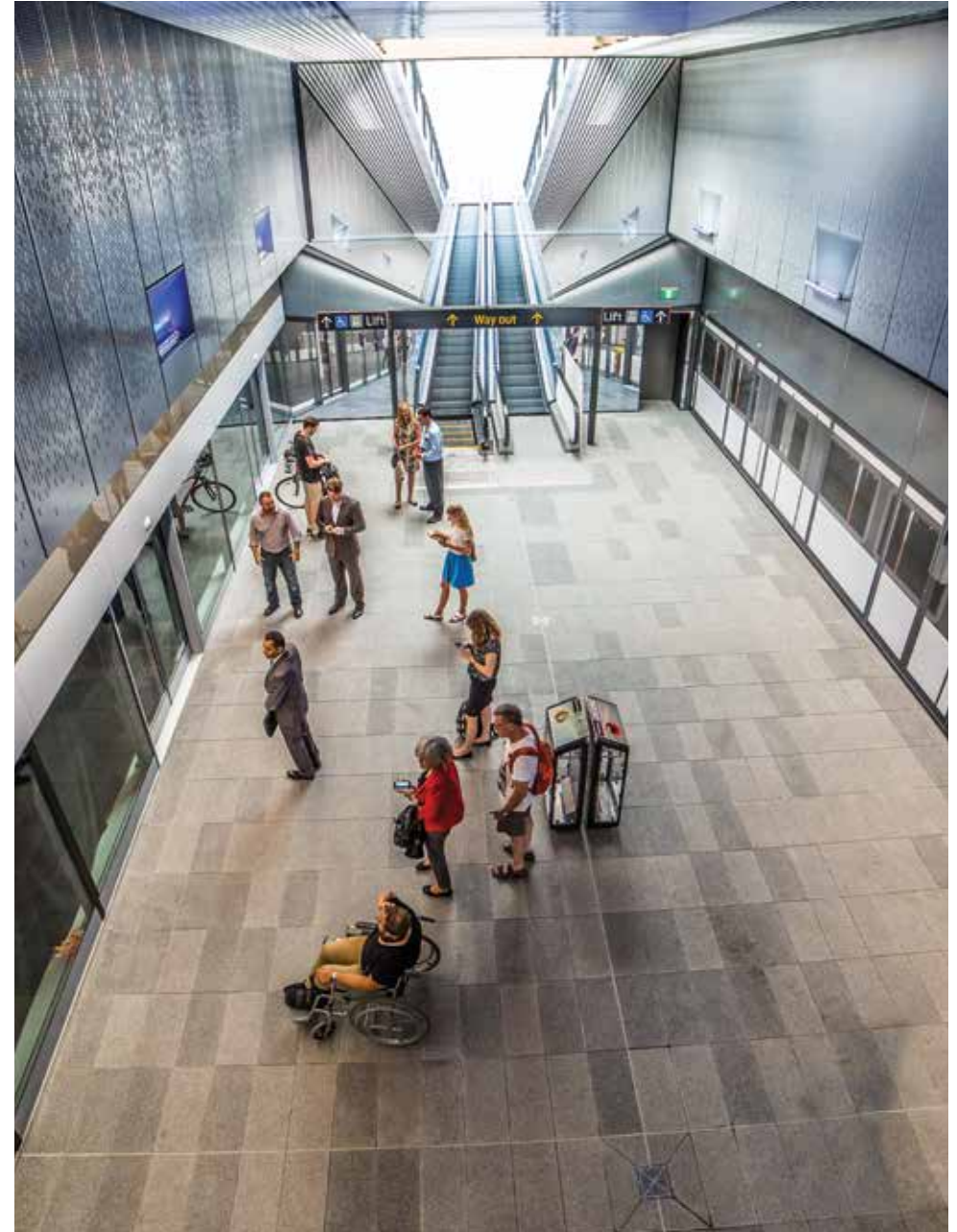
State-of-the-art technology will keep customers connected at all stages of their journey, from smart phone travel apps, to real-time journey information at metro stations and on-board trains.

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 will be integral in the successful delivery of Sydney Metro.

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

Transport for NSW is working across government and with the community to get customers to and from new metro services easily and, when traveling on the new trains, to ensure they are safe and comfortable.

Sydney Metro is being designed to deliver safe, clean, comfortable services which will run on time and be convenient, efficient, accessible and easy for customers to use.



Sydney Metro prototype underground station

Sydney's new metro trains

All trains on Sydney Metro will be modern, single-deck trains. The trains will deliver a fast, safe and reliable journey for customers, operating at speeds of up to 100 kilometres per hour both in the tunnels and above ground.

KEY FACTS

- 2019**
Stage 1 Northwest Opens 2019
- 2024**
Stage 2 City & Southwest Opens 2024
- 66 kilometres**
New metro rail for Sydney
- 31 M**
31 metro stations State-of-the-art, fully accessible
- 98%**
On-time Running reliability
- 00:04**
In peak Train every four minutes
- 00:10**
Off peak Train every ten minutes
- 00:02**
Ultimate capacity A train every two minutes each way under the CBD
- Connected**
Continuous mobile phone coverage through network
- No timetable**
Customers will just turn up and go
- Opal**
Opal ticketing

TRAIN FEATURES

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

SAFETY

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

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

Central Walk

Central Walk is a new underground concourse at Central Station that will better connect passengers to trains, light rail and the new Sydney Metro underground platforms.

The new eastern entry will be located at 20–28 Chalmers Street. The entry will provide direct access to Central Station for customers from the Surry Hills catchment area and a direct interchange for passengers from the CBD and South East Light Rail.

The design and delivery of Central Walk would allow for a new western entry through the extension of the underground concourse to the west of the metro platforms.

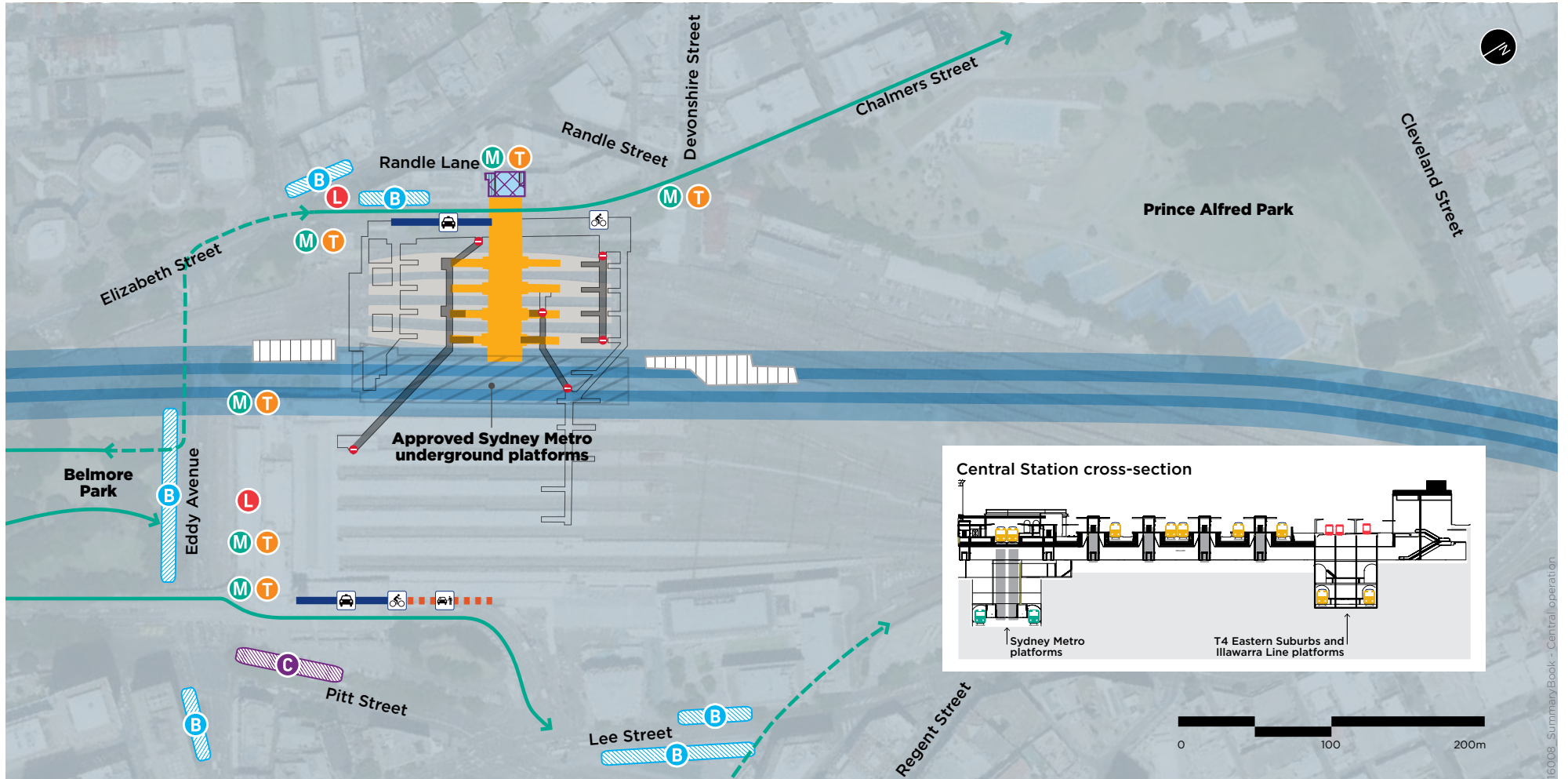


Inside Sydney's new metro train

Final arrangements

Feature	Description
Location	Under Central Station platforms 16–23 20-28 Chalmers Street
Operational access	Chalmers Street Existing T4 Eastern Suburbs and Illawarra Line concourse
Main features	<p>A new 19-metre-wide east concourse providing an accessible connection to the suburban and metro platforms to cater for the growing demands at the station now and in the future. The concourse will connect the existing T4 Eastern Suburbs and Illawarra Line concourse with the new Sydney Metro concourse, with new escalators and lifts to platforms 16–23.</p> <p>Existing ticket gates at the Devonshire Street entry will be realigned and the number of gates increased to support changes in pedestrian flows.</p> <p>A new entrance to Central Station and the new concourse from Chalmers Street, providing a direct interchange with light rail services. A future connection to Randle Lane and/or Elizabeth Street will also be safeguarded.</p> <p>Upgrades to platforms 16–23 to provide a consistent customer experience between the old and the new platform areas.</p>
Finishing works	<p>The new entry will make physical provision for future over site development. This will include structural elements, building grids, column loadings, building infrastructure and services. Future over site development would be subject to separate assessment and approval processes.</p> <p>Opportunities for additional cycle parking will be further investigated in consultation with Sydney Trains and may be provided within 50 metres of station entries where feasible.</p>

Operational map



- KEY**
- Approved metro tunnels and corridor (indicative)
 - Approved project site
 - Pedestrian subways permanently closed
 - Pedestrian plaza/station lobby
 - Station services building
 - Central Walk
 - Coach stop
 - Bus stop
 - Metro entry
 - Suburban train entry
 - Light rail stop
 - Proposed kiss-and-ride
 - Existing taxi rank
 - Proposed cycle parking
 - Existing cycle route
 - Proposed cycle route





Artist's impression (transverse section) of the new Sydney Metro underground platforms and Central Walk



Platforms ↑ Way out



Platforms ↑ Way out

Platforms ↑ Way out

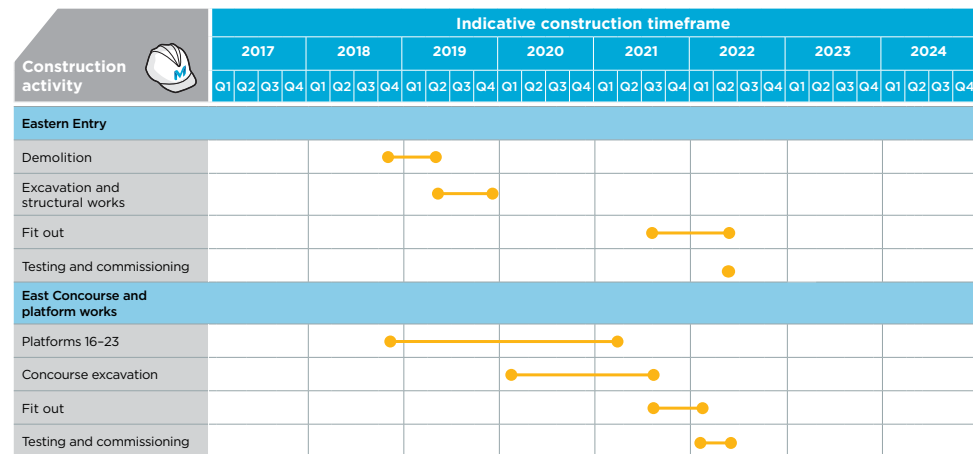


Artist's impression of the new Central Walk

Building Central Walk

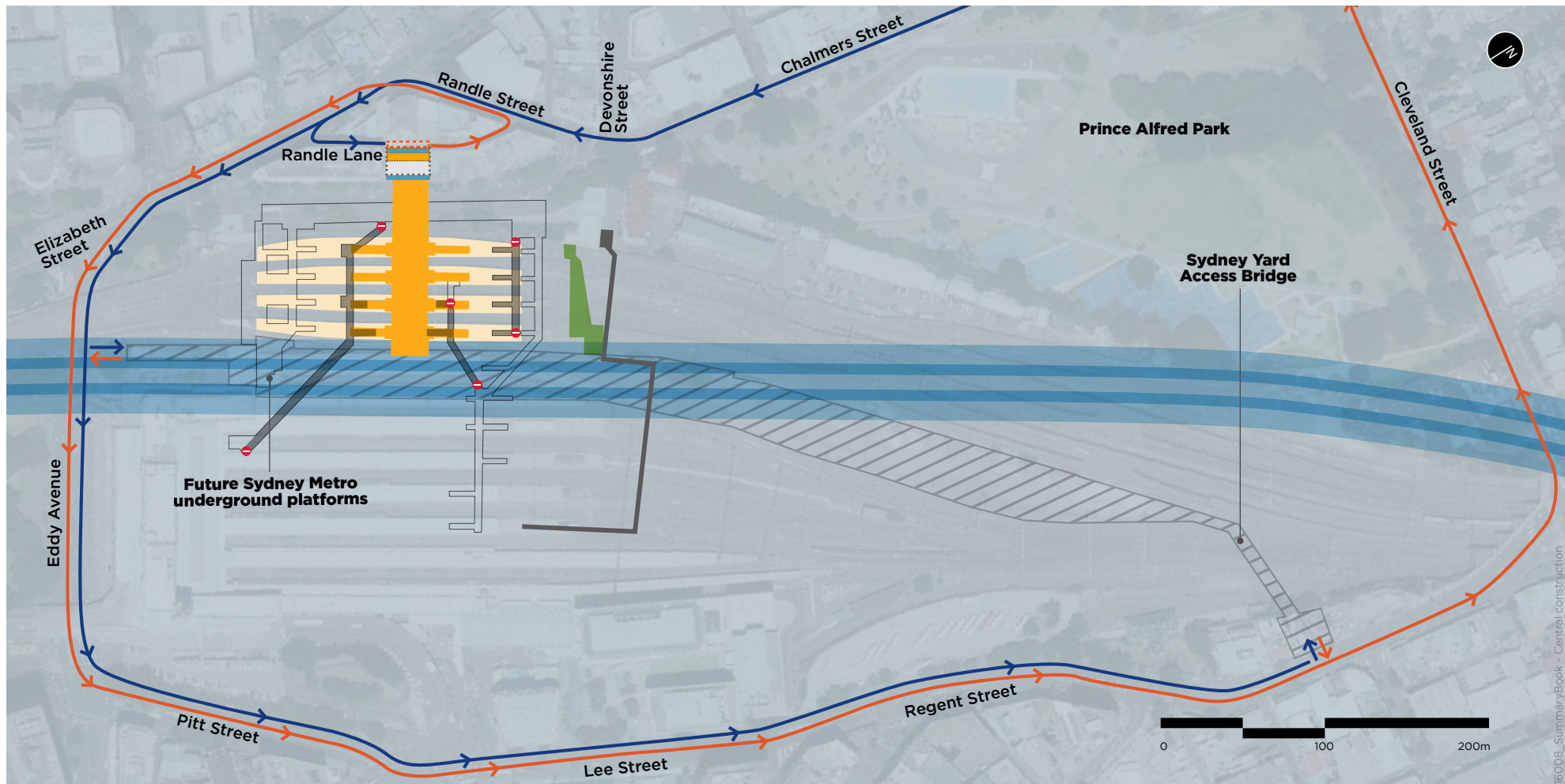
Construction at a glance

Feature	Description		
Site access	Left-in and left-out via Randle Lane Left-in and left-out via Regent Street using the Sydney Yard Access Bridge		
Construction hours	Aboveground: Monday to Friday 7am–6pm and Saturday 8am–1 pm Underground and platforms 16–23: 24 hours a day		
Vehicle movements	Access point	Possessions	Non-possessions
	Randle Lane Regent Street	12 per hour (24 hours) 43 per hour	24 per hour (7am–6pm) 40 per hour
Demolition	Commercial property on Chalmers Street Existing services rooms in the Eastern Suburbs concourse Parts of the platforms required for the east concourse Food retail outlet		
Excavation	Mined method under platforms 16–23 Cut-and-cover excavation through Randle Lane and across Chalmers Street footpaths		
Spoil removal	33,000 cubic metres by truck (majority via Randle Lane)		
Staff facilities	Offices, lunch rooms and amenities		
Staff parking	Nil, workers will be encouraged to use public transport		
Utility and power supply	Low voltage power, water, sewer and telecommunications A new combined services route will be built between an access shaft near Chalmers Street and platforms 4 and 5		
Heritage	Where required, additional heritage investigations, protection work and archival recordings will be carried out		
Major utility impacts	Adjustments and protection to existing utilities is likely to be required around the eastern entry on both Chalmers Street and Randle Lane		
Traffic changes	Short-term (around three months) closure of Randle Lane		
Plant and equipment	Excavators	Excavators with breaker	Dozers
	Backhoes	Mobile cranes	Road headers
	Elevated work platforms	Concrete pumps	Generators
	Concrete vibrators	Concrete saws	Sucker trucks
	Bobcats	Vibratory rollers	Rock anchor drills
	Piling rigs	Compressors	



Feature	Description
Public transport changes	Work on platforms 16–23 will be primarily completed during rail possessions, when trains are not running Some partial and some permanent closures of commuter subways Public transport services and timetables will need to be altered to accommodate additional rail possessions. Weekend rail possessions will be scheduled to avoid or minimise impacts on special events
Street parking changes	Nil
Noise management	There will be noise and vibration impacts at this site. Management practices to minimise impacts include: <ul style="list-style-type: none"> ▶ a noise barrier built around the site ▶ respite periods
Pedestrian and cyclist changes	Temporary closure of the footpath and proposed cycle path on the eastern side of Chalmers Street Temporary closure of part of the footpath on the western side of Chalmers Street
Other major projects in the area	CBD and South East Light Rail (2015–19) University of Technology Sydney (UTS) Central project (2017 onwards) Central Park (2010–20) Central to Eveleigh Urban Transformation and Transport Program (in planning)

Construction site map



KEY

- Approved metro tunnels and corridor (indicative)
- Construction area
- Noise barrier or hoarding
- Temporary occupation of Randle Lane
- Working platform
- Level crossing
- Platform 16-23 works
- Central Walk
- Temporary services gantry/trench
- Approved construction area
- Staged closure of pedestrian subways
- Site access-in
- Site access-out



The Modification Report is on public exhibition until Wednesday 2 August 2017.

The Modification Report, State Significant Infrastructure Application, Environmental Impact Statement and other accompanying documents may be viewed on the Department of Planning and Environment's website (www.planning.nsw.gov.au).

At the time of publishing, the Minister for Planning has not directed that a public hearing should be held.

Submissions

Any person may make a written submission concerning the proposal during the exhibition period. If a submission is made by way of objection, the grounds of objection must be specified in the submission.

People wishing to make a submission should use the online form if possible. To find the online form go to the webpage for this proposal via www.majorprojects.planning.nsw.gov.au/page/on-exhibition.

Your submission must reach the Department of Planning and Environment by **Wednesday 2 August 2017**. Before making your submission, please read our Privacy Statement at www.planning.nsw.gov.au/privacy or telephone the number below for a copy.

The Department of Planning and Environment will publish your submission on its website in accordance with our privacy statement.

If you cannot lodge online you can write to the address below. If you want the Department of Planning and Environment to delete your personal information before publication, please make this clear at the top of your letter.

You need to include:

- ▶ your name and address, at the top of the letter only
- ▶ the name of the application and the application number **SSI 15_7400**
- ▶ a statement on whether you support or object to the proposal
- ▶ the reasons why you support or object to the proposal
- ▶ a declaration of any reportable political donations made in the previous two years.

To find out what is reportable, and for a disclosure form, go to www.planning.nsw.gov.au/DonationsandGiftDisclosure or phone the number below for a copy.

Phone: 1300 305 695

Address: Planning Services,
Department of Planning and Environment,
GPO Box 39, Sydney NSW 2001

Your submission should be marked,
Attention: Director - Transport Assessments

Where to view the modification

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

If you do not have a computer, please go to a NSW Service Centre near you or your local library to use their public computers.

You can also view the documents at:

- **City of Sydney:**
 - Council Chambers, Town Hall House, Level 2, 456 Kent Street, Sydney
- **State Library:**
 - Macquarie Street, Sydney
- **Haymarket Library:**
 - 744 George Street, Sydney
- **Waterloo Library:**
 - Waterloo Town Hall, 770 Elizabeth Street, Waterloo

Community information sessions

The Project team has organised a series of community information sessions where displays and information about the modification will be available.

You are invited to attend these sessions and meet expert members of the Project team who will be there to answer any questions you may have.

There is no need to make a booking.

Date and time	Location
28 June 2017, 4-7pm	Rendezvous Hotel Sydney Central - corner of George and Quay Streets, Sydney
1 July 2017, 10am-1pm	Rendezvous Hotel Sydney Central - corner of George and Quay Streets, Sydney



Translating and Interpreting Service

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

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

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

Εάν χρειάζεστε τις υπηρεσίες διερμηνέα, παρακαλείσθε να επικοινωνήσετε με την Υπηρεσία Μεταφραστών και Διερμηνέων στο 131 450 και ζητήστε τους να καλέσουν το Sydney Metro στο 1800 171 386. 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 171 386 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

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

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

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



City & Southwest EIS Community Consultation

Place Managers


Sydney Metro has dedicated community relations specialists called Place Managers. Their role is to act as the single, direct contact between directly affected members of the community and the Project team. They can be contacted on the community information line **1800 171 386**, or via the Project email **sydneymetro@transport.nsw.gov.au**

Next steps

	Northwest	Chatswood to Sydenham	Sydenham to Bankstown
Prepare State Significant Infrastructure Planning Report	✓	✓	✓
Lodge State Significant Infrastructure Planning Report	✓	✓	✓
Secretary's environmental assessment requirements (SEARs) issued	✓	✓	WE ARE HERE
Exhibit Environmental Impact Statement - minimum 30 days	✓	✓	mid-2017
Prepare Submissions and Preferred Infrastructure Report	✓	✓	
Issue Submissions and Preferred Infrastructure Report	✓	✓	
Receive Project approval	✓	✓	
Lodge modification reports		WE ARE HERE	
Lodge submission reports		late 2017	
Modification approval		late 2017	
Start major construction	✓	mid-2017	2018
Launch tunnel boring machines	✓	2018	
Open to passengers	2019	2024	


Keeping in touch


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

 **1800 171 386** 24-hour community information line

 **sydneymetro@transport.nsw.gov.au**

 **facebook.com/SydneyMetro**

 Sydney Metro, PO Box K659, Haymarket, NSW 1240

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



Artarmon substation

Crows Nest Station

Parramatta Cross Station

Work at Blues



Further information

Web sydneymetro.info | Phone **1800 171 386** | Email sydneymetro@transport.nsw.gov.au

To subscribe to community updates or work notifications in your area visit sydneymetro.info

[Facebook.com/sydneymetro](https://www.facebook.com/sydneymetro)



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Information in this document has been prepared in good faith and is correct at the time of printing, June 2017.
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