



CHATSWOOD TO SYDENHAM

SYDENHAM STATION AND SYDNEY METRO TRAINS FACILITY SOUTH

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.



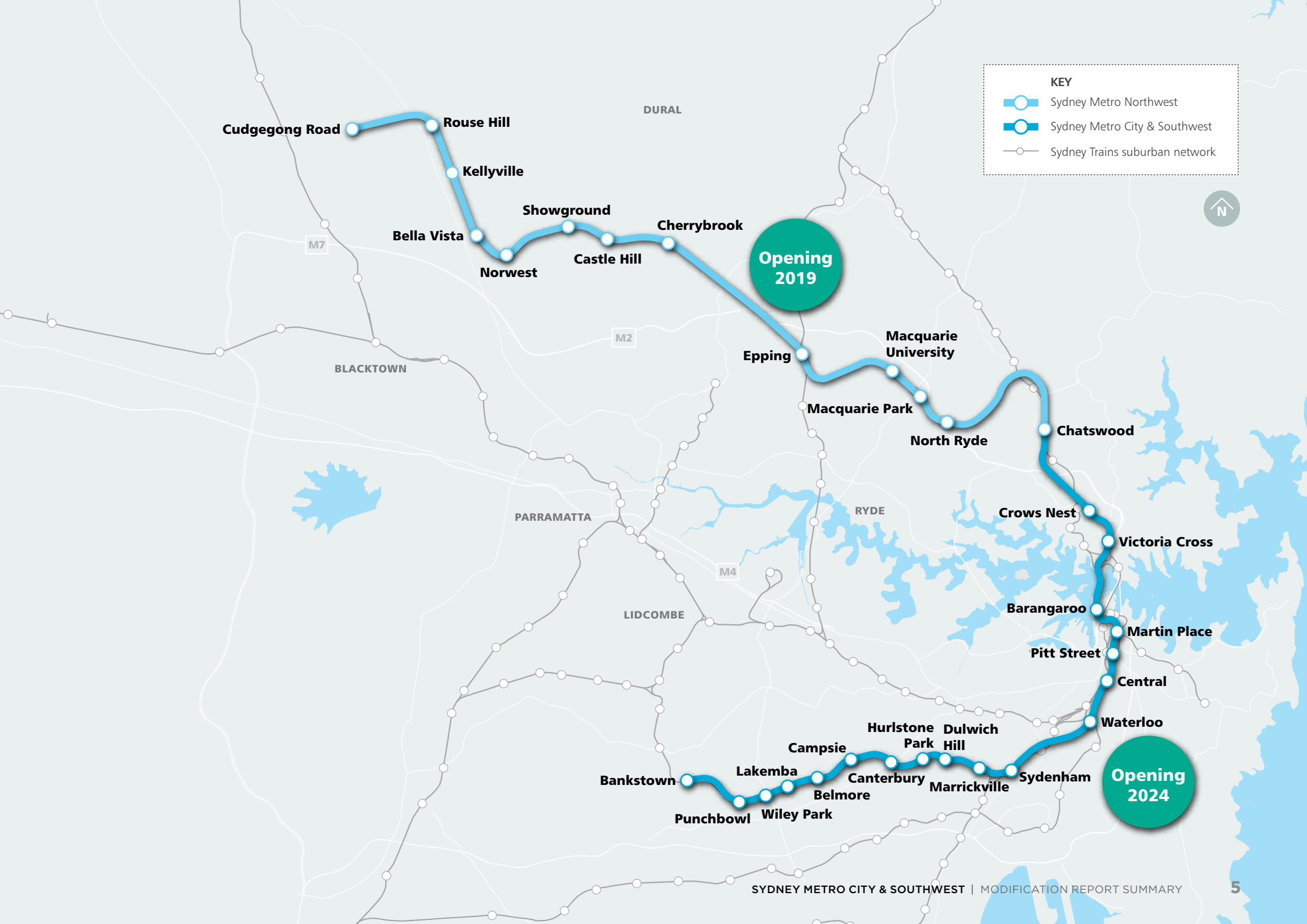
Sydney Metro West

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.

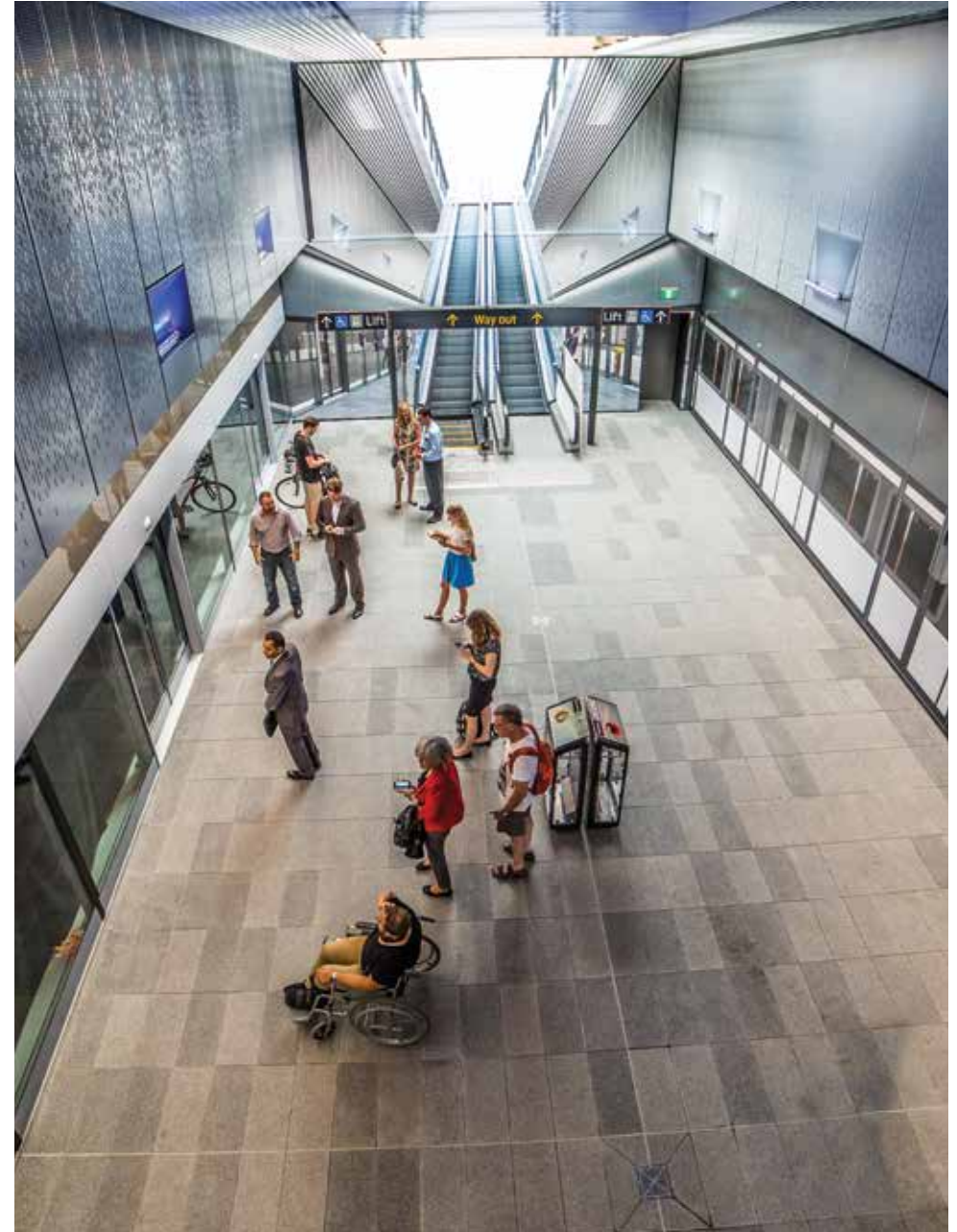
State-of-the-art technology will keep customers connected at all stages of their journey, from smart phone travel apps, to real-time journey information at metro stations and on-board trains.

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

Sydenham to Bankstown upgrade benefits

New fully air-conditioned trains, 11 stations upgraded

Customers will get more trains, faster travel times and easier access to stations when the T3 Bankstown Line is upgraded to metro standards.

The planning process has now started for upgrading the line between Bankstown and Sydenham to the new metro system and the community will soon be able to have their say.

Sydney Metro means:

- ▶ 15 trains an hour when services start – one every four minutes, with capacity to grow
- ▶ all trains fully air conditioned
- ▶ lifts at all stations
- ▶ level access between trains and platforms.

Sydney Metro will cut travel times between Sydenham and Macquarie Park by at least 16 minutes, also cutting up to 11 minutes on the trip between Bankstown and Martin Place.

Customers will have direct access to new major CBD metro stations at Martin Place, Pitt Street and Barangaroo as well as Victoria Cross in North Sydney, Chatswood, Macquarie University and Macquarie Park.

Customers will benefit from new-generation, fully air-conditioned metro trains, with 98 per cent on-time running.

Faster and direct metro services means more choices for people, and better connections to jobs and educational opportunities.

- ▶ More trains – **a train every four minutes** in the peak
- ▶ **Fully air-conditioned, fast, safe, reliable** 21st century metro trains
- ▶ **Faster trips** to more places
- ▶ **All stations will have lifts** and level access between platforms and trains
- ▶ **Direct access to new CBD metro stations** at Martin Place, Pitt Street and Barangaroo, and metro stations at North Sydney, Macquarie University and Macquarie Park
- ▶ No timetables – customers will just **turn up and go**



Artist's impression of Campsie Station

Sydney Metro benefits



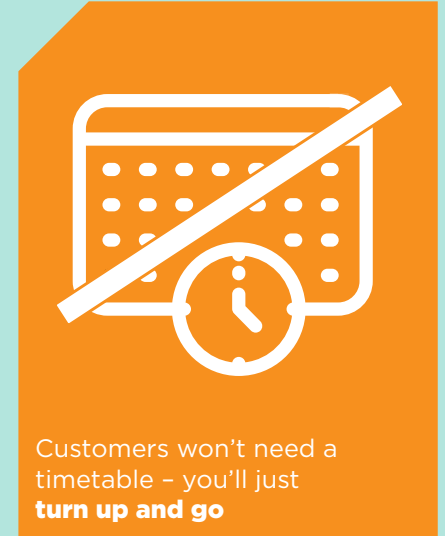
All stations **fully accessible**, with lifts and level access between trains and platforms



More job opportunities, with faster, more frequent and direct access to key employment centres



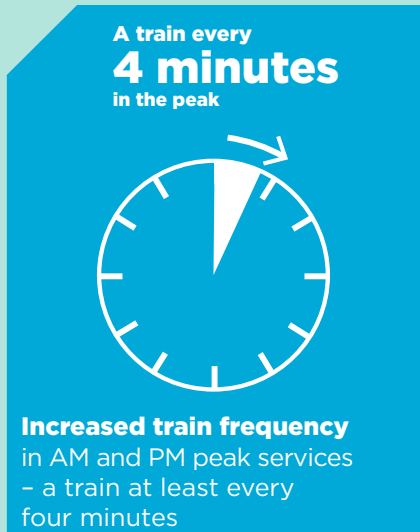
Better access to education, with fast, more frequent and direct connections



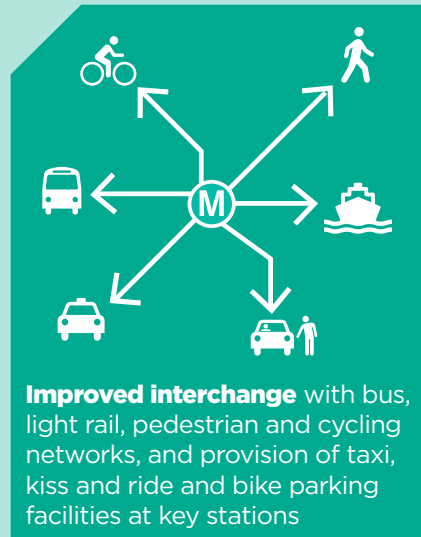
Customers won't need a timetable - you'll just **turn up and go**



New and **direct access to major CBD stations**, including Martin Place, Pitt Street, Barangaroo and North Sydney



A train every 4 minutes in the peak
Increased train frequency in AM and PM peak services - a train at least every four minutes



Improved interchange with bus, light rail, pedestrian and cycling networks, and provision of taxi, kiss and ride and bike parking facilities at key stations



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

Room for 100,000 extra customers across Sydney

This upgrade will address one of Sydney’s biggest rail bottlenecks.

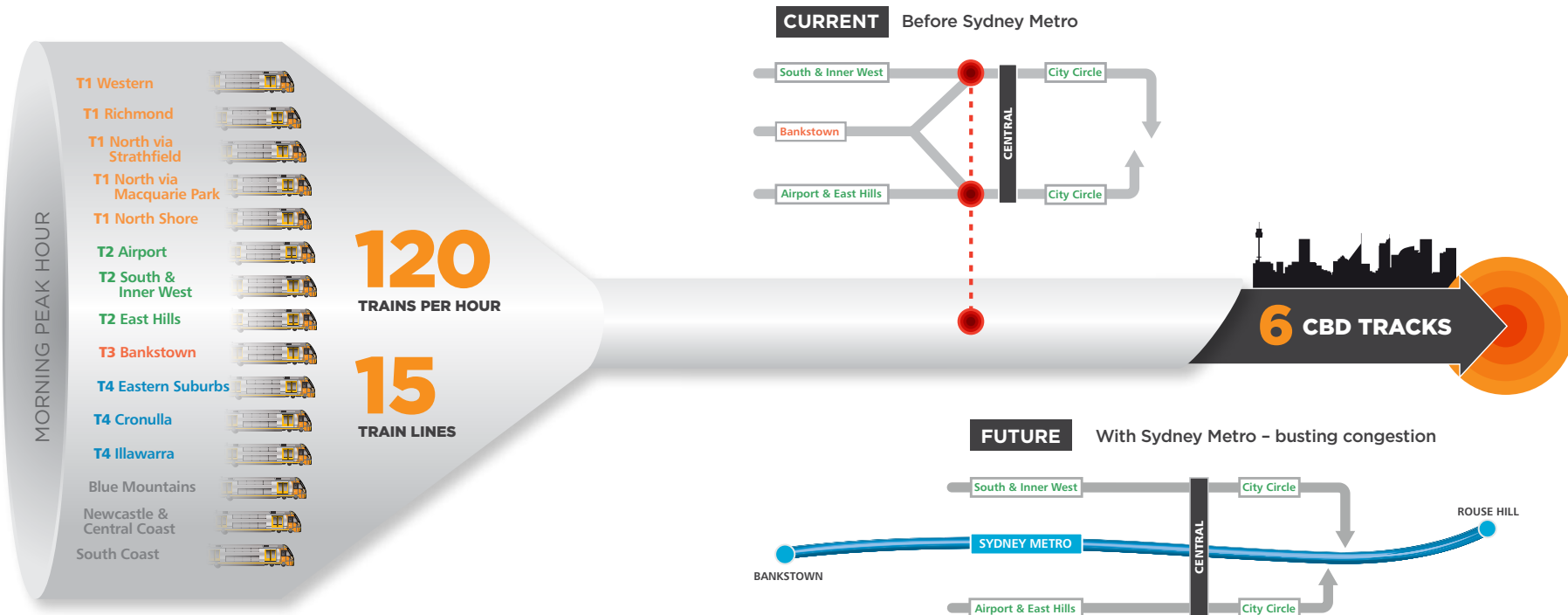
The T3 Bankstown Line effectively slows down the Sydney Trains network because of the way it merges with other railway lines closer to the city, including the T2 Airport, Inner West & South Line. The suburban trains currently operating on the T3 Bankstown Line could be allocated to other railway lines.

It is anticipated that through Sydney Metro, together with signalling and infrastructure upgrades across the existing network, we can increase the capacity of train services from about 120 per 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 for our growing city. This means the railway network across Sydney will have room for an extra 100,000 train customers an hour in the peak.

After the conversion, metro trains from Bankstown will run at least every four minutes in the peak, or 15 trains an hour.

The Sydney Metro network will be fully segregated from existing Sydney Trains railway tracks between Sydenham and Bankstown, improving the reliability of the new services on the line. Interchange between Sydney Metro and Sydney Trains at both locations will be upgraded, with improvements to station way-finding and signage.



Keeping customers moving

The T3 Bankstown Line will remain operational during the majority of the construction period. Some major station works, major earthworks and bridge works will be carried out during rail ‘possession periods’ (the time allocated for Sydney Metro to work on the line for maintenance and upgrades) when trains are not running. During these possessions, a temporary transport plan will be implemented to keep customers moving.

Working in possessions

Possession opportunities being considered include:

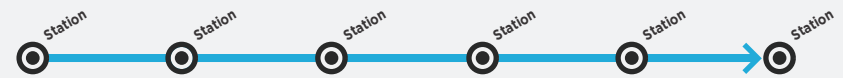
- ▶ **standard** – using existing Sydney Trains weekend possessions, which currently happen four times a year
- ▶ **additional** – additional weekend possessions, over and above the existing four weekends a year
- ▶ **occasional at Sydenham Station** – possessions of multiple tracks/lines through Sydenham Station overnight or in some instances for days at a time
- ▶ **school holidays** – possessions during summer and winter school holiday periods between 2019 and 2024
- ▶ **final possession** – a final three to six month possession for work that can only be done once Sydney Trains services stop using the T3 Bankstown Line. The metro line would open immediately following this.

Temporary transport plan

A temporary transport plan will be put in place during possessions required to construct the Sydenham to Bankstown upgrade project. This plan will be released to the community several years beforehand. Feedback from stakeholders and the community will be invited during the exhibition of the environmental impact statement for that project later this year. Transport for NSW will work hard to ensure disruptions to customers are minimised.

Temporary transport options that will be considered include a mix of the following:

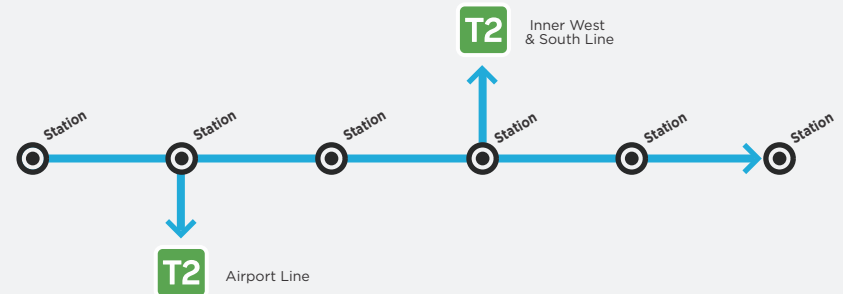
- B** Temporary transport component 1 - Buses replacing trains stopping at all stations



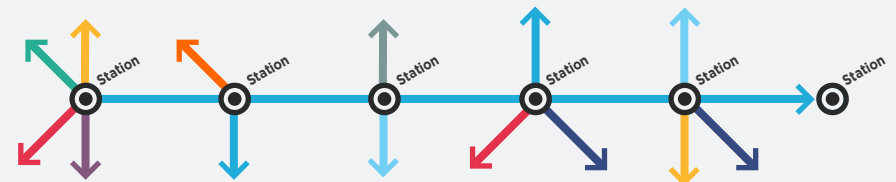
- B** Temporary transport component 2 - Buses replacing trains skipping some stations to provide faster journeys



- B** Temporary transport component 3 - Buses moving passengers to another train line



- B** Temporary transport component 4 - Increase frequency of existing bus services at specific locations



Upgrading Sydenham Station

More access to Sydney

Sydenham will be a key interchange station, opening up a world of opportunities for the people of south west Sydney.

Faster and direct access to places like North Sydney and Macquarie University gives customers more choices and better connections to jobs and educational opportunities.

Customers from the T4 Eastern Suburbs & Illawarra Line and the T2 South Line will be able to interchange at Sydenham to access metro services to places like Martin Place, Barangaroo, Victoria Cross, Macquarie University, and the booming Norwest Business Park.

Travel time comparison

The Project will substantially improve travel times for customers.

Travel times savings				
Journey	Sydney Trains*	Sydney Trains to Sydenham	Sydney Metro	Travel savings
Sutherland to North Sydney	Up to 52 mins	Up to 27 mins	16 mins	Up to 9 mins
Hurstville to Barangaroo	24 mins to Martin Place + up to 15 mins walk to Barangaroo	11 mins	12 mins	Up to 16 mins
Wolli Creek to Macquarie University	Up to 53 mins	4 mins	33 mins	Up to 16 mins

*Times take into account interchange between train services and wait times.

Opening Sydney Metro

The plan is to open Sydney Metro City & Southwest in 2024.

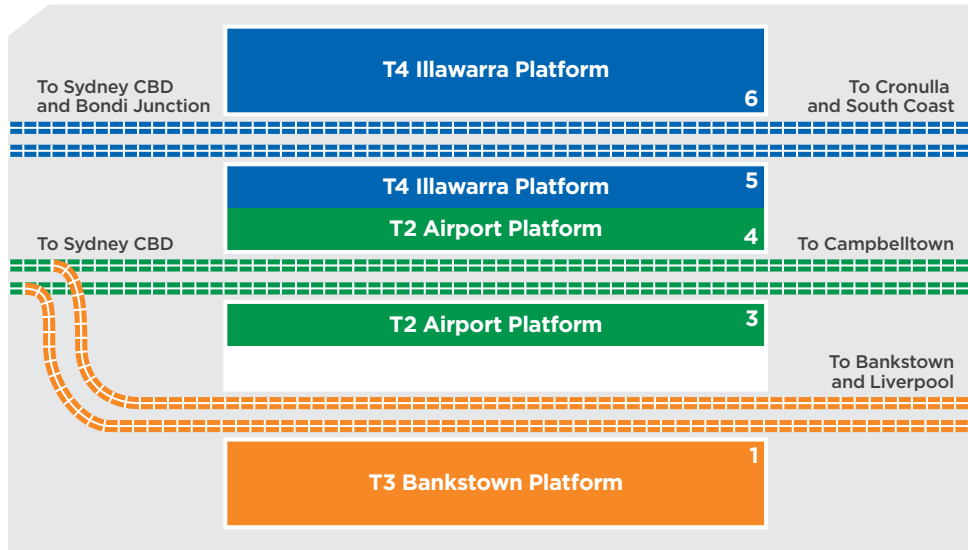
Our priority is to build Sydney Metro as quickly as possible. By separating the different phases, the new sections of the Project as can be built sooner and potentially support Sydney Metro opening at Sydenham Station ahead of the T3 Bankstown Line upgrade.

Transport for NSW is investigating opening Sydney Metro City & Southwest in two phases.

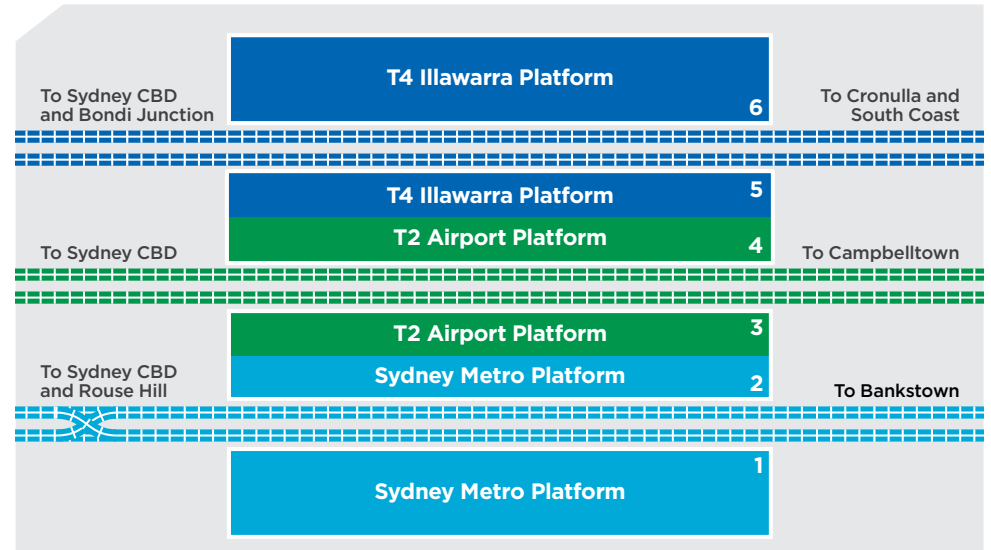
Initially, Sydney Metro Northwest services could be extended from Chatswood through to Sydenham Station (Phase 1). Some months later, metro operations could be extended from Sydenham through to Bankstown Station (Phase 2), with both stages planned to be completed by the end of 2024.

This phased opening could allow the final shutdown of the Sydenham to Bankstown component to occur after the opening of the Chatswood to Sydenham component. This would provide a metro service available from Sydenham to the City and further north while the Bankstown Line is being prepared for metro operations.

Sydenham Station today

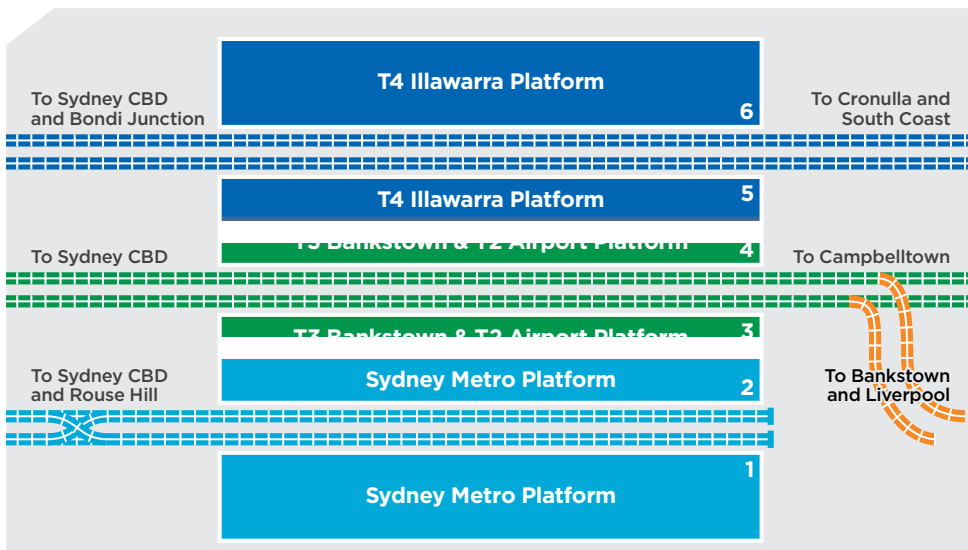


Sydenham Station final operations

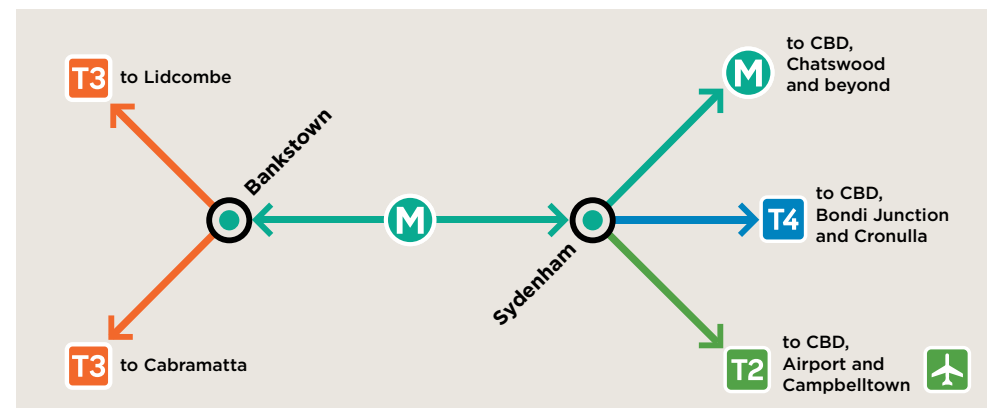


Sydenham Station - Phase 1 operations

including Bankstown Line, Sydney Metro and freight connections



Sydenham to Bankstown final operations



Upgrading Sydenham Station



Sydenham Station platforms 1 and 2 will be upgraded to Sydney Metro standards, including the installation of platform screen doors. Existing platforms 3, 4, 5 and 6 will continue to be used by trains operating on the Sydney Trains network.

Sydenham Station and Sydney Metro Trains Facility South were included in the scope of works for the Sydenham to Bankstown State Significant Infrastructure Application Report.

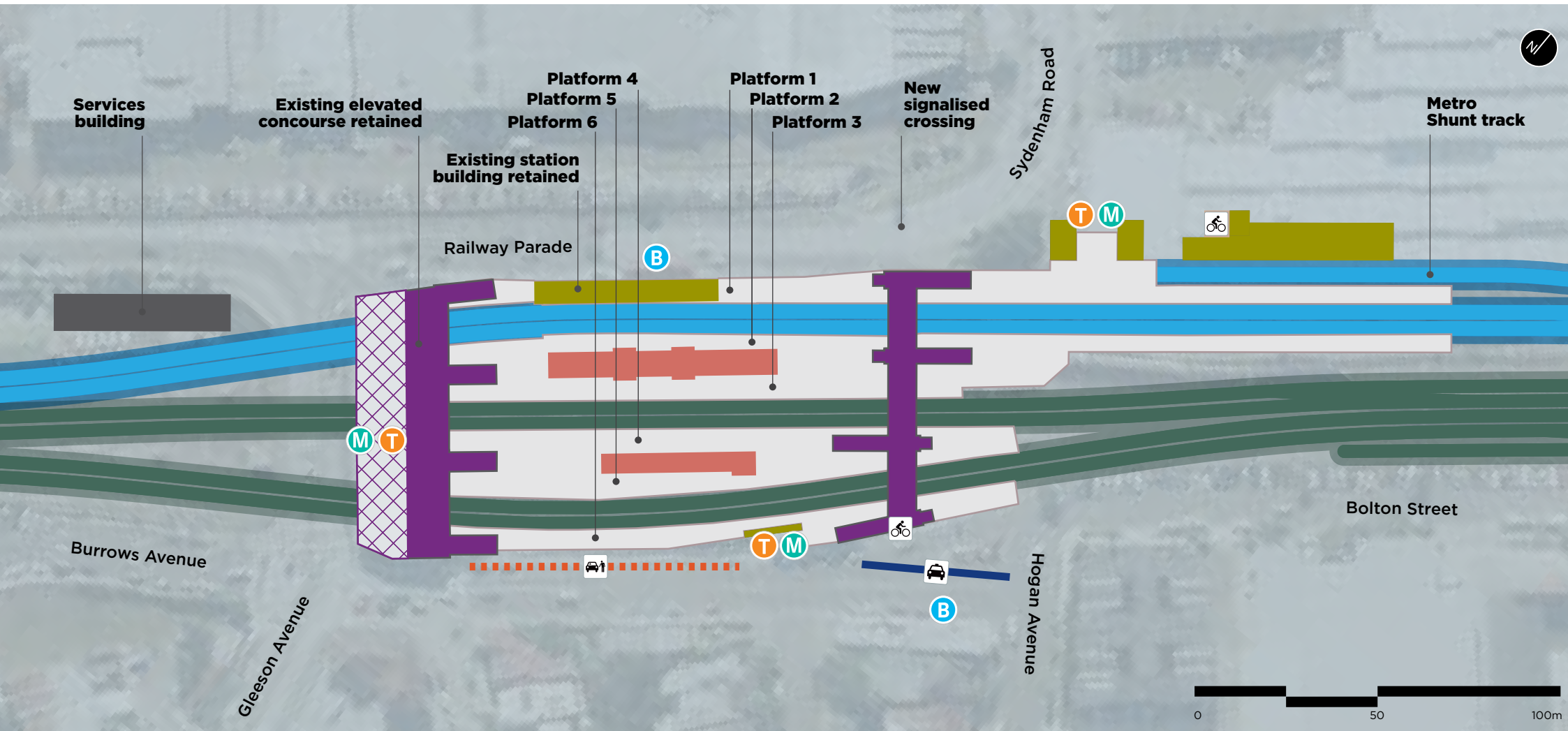


Artist's impression of the upgraded Sydenham Station

Final arrangements

Feature	Description
Location	Bounded by Gleeson Avenue, Burrows Road and Railway Parade Sydenham
Station entry	New entrances at Burrows Road and Railway Parade Retain entrance at Gleeson Avenue All entrances will provide access to both Sydney Metro and Sydney Trains platforms
Main features	New pedestrian plazas on Burrows Road and Railway Parade Platforms 1 and 2 converted to Sydney Metro standards including platform screen doors and new canopies A new aerial concourse over the existing platforms with lifts and stairs to each platform New station buildings at the new Railway Parade concourse A new services and equipment building, located within the rail corridor, north-east of the new concourse on Railway Parade Fully accessible bus stops on Railway Parade and Burrows Avenue New pedestrian crossings on Georges Street, Burrows Avenue and Railway and Lower Railway parades New signage and wayfinding New taxi and kiss-and-ride bays on Burrows Avenue Bike parking on Railway Parade and Burrows Avenue New crossover facilities for metro trains, north and south of the station
Customers	Passengers interchanging between Sydney Trains, buses and Sydney Metro Patrons accessing the retail area to the south of the station People traveling to existing commercial and industrial employment areas Residents within walking and cycling distance
Local amenities	Fraser Park Sydenham Green Tempe High School Tempe Public School Tillman Park

Operational map

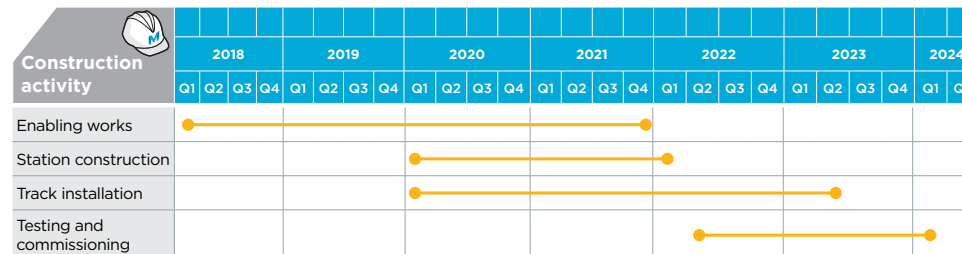


- Metro tracks
- Sydney Train tracks
- Paid concourse
- Pedestrian plaza/station lobby
- Working platform
- Station building
- Heritage building to be retained
- Metro entry
- Suburban train entry
- Proposed bus stop
- Proposed cycle parking
- Proposed kiss-and-ride
- Existing taxi rank

Upgrading Sydenham Station

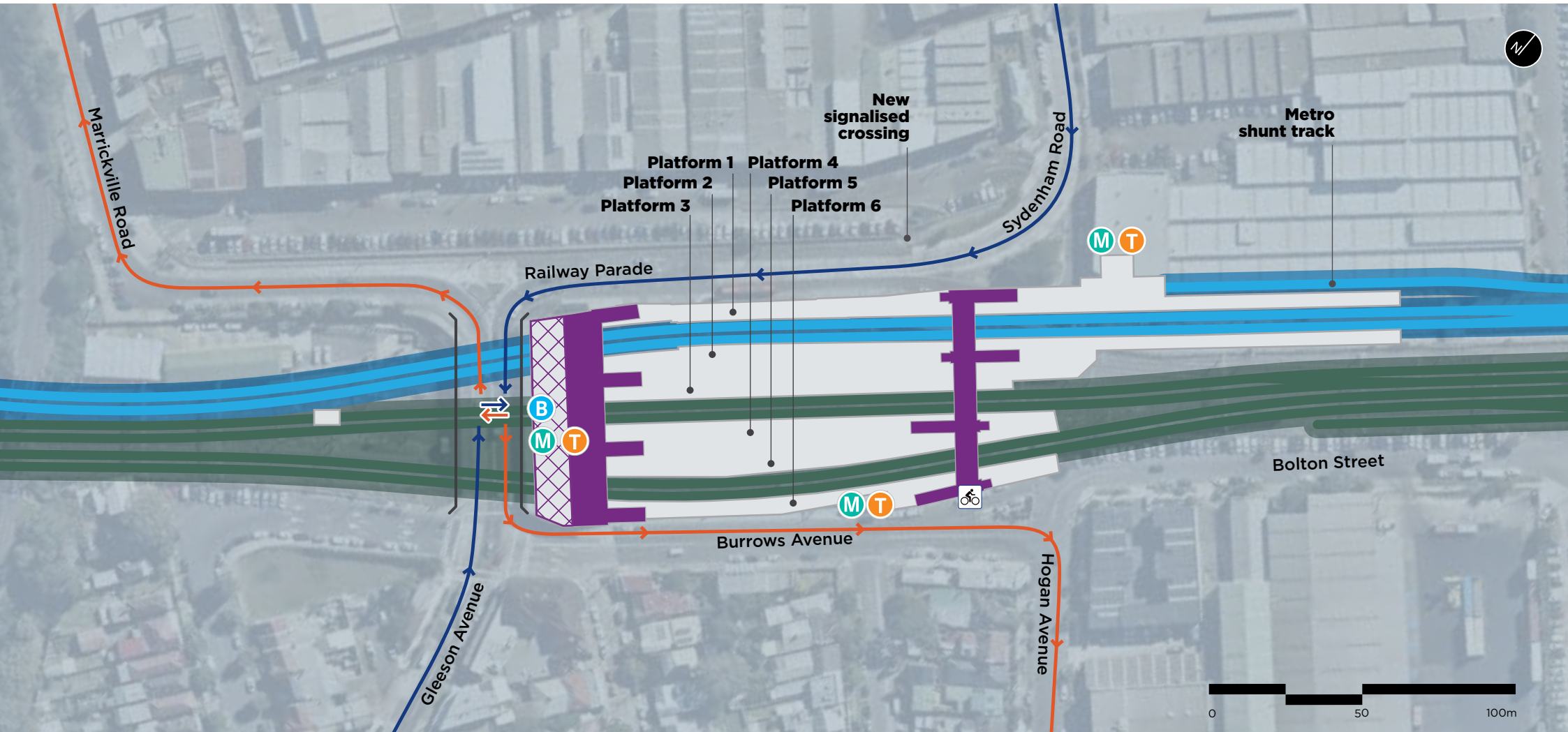
Construction at a glance

Feature	Description												
Site access	Existing corridor gates along the rail line												
Construction hours	Monday to Friday 7am–6pm and Saturday 8am–1pm During rail possessions 24 hours a day												
Vehicle movements	14 heavy and 14 light vehicles per hour, during the AM and PM peak periods												
Demolition	Station buildings on platforms 1 and 6 11 Sydenham Road												
Biodiversity	Some planted trees and shrubs will be removed Potential bat roosting locations will be checked prior to demolition; any bats found will be relocated												
Heritage	Platform 1, and its Parcels Office and Wait Shed, and a station building on Platform 6 will be removed (station buildings of exceptional heritage significance are being retained) Archival recording and reporting will be undertaken before work starts												
Activities	See infographic on pages 18–19												
Staff facilities	Offices, lunch rooms and amenities												
Staff parking	4 to 10 spaces for construction staff Off-site parking alternatives and shuttle arrangements may be used Workers will be encouraged to use public transport												
Utility and power supply	Power, water, sewer and telecommunications												
Major utility impacts	Relocate high voltage (HV) and overhead cables Relocate stormwater drainage, sewer lines and water mains Relocate Telstra and Optus cables Relocate Jemina MP pipeline Relocate Axicom tower												
Plant and equipment	<table border="0"> <tr> <td>Bobcats</td> <td>Diamond saws</td> <td>Generators</td> </tr> <tr> <td>Compressors</td> <td>Excavators</td> <td>Mobile cranes</td> </tr> <tr> <td>Concrete trucks and pumps</td> <td>Franna cranes</td> <td>Rollers</td> </tr> <tr> <td></td> <td>Front end loaders</td> <td></td> </tr> </table>	Bobcats	Diamond saws	Generators	Compressors	Excavators	Mobile cranes	Concrete trucks and pumps	Franna cranes	Rollers		Front end loaders	
Bobcats	Diamond saws	Generators											
Compressors	Excavators	Mobile cranes											
Concrete trucks and pumps	Franna cranes	Rollers											
	Front end loaders												



Feature	Description
Traffic changes	Half-lane closures of Gleeson Avenue overbridge during weekends and night works
Public transport changes	Northbound routes 418, 425 and M30 rerouted from Railway Road and Burrows Avenue to Gleeson Avenue Bus Stand A will temporarily move to Gleeson Avenue Platform space will be restricted at certain times Work will be primarily completed during rail possessions, when trains are not running. Public transport services and timetables will need to be altered to accommodate additional rail possessions. Weekend rail possessions would be scheduled to avoid or minimise impacts on special events
Street parking changes	<ul style="list-style-type: none"> ▶ Loss of about 56 on-street spaces during construction ▶ Loss of about 60 on-street spaces during reconstruction of Garden Street
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 for noise impacts
Pedestrian and cyclist changes	Diversion of cyclists from Gleeson Avenue overbridge to Bedwin Road overbridge, as required Diversion of pedestrian paths and crossings The Sydenham Maintenance Centre access footbridge will be demolished; workers will use alternative access points
Other major projects in the area	Sydney Metro City & Southwest Sydenham to Bankstown Upgrade (2017–23) WestConnex Stage 2: New M5–Beverley Hills to St Peters (2015–19) WestConnex Stage 3: M4–M5 link (2019–23)

Construction site map



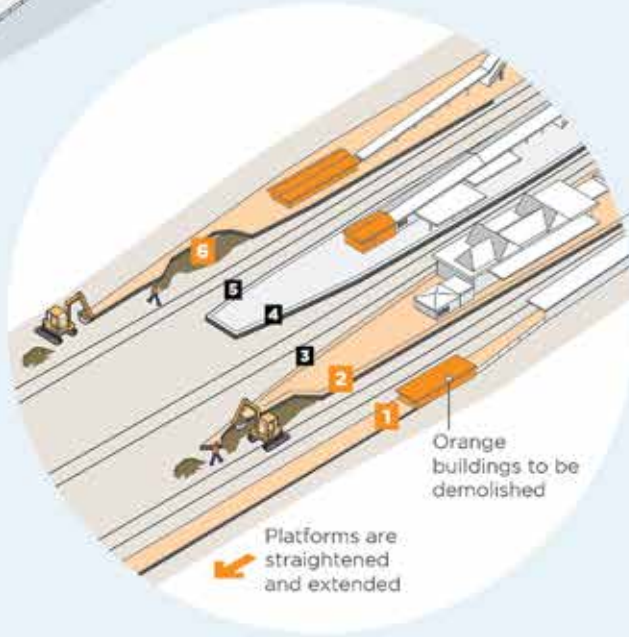
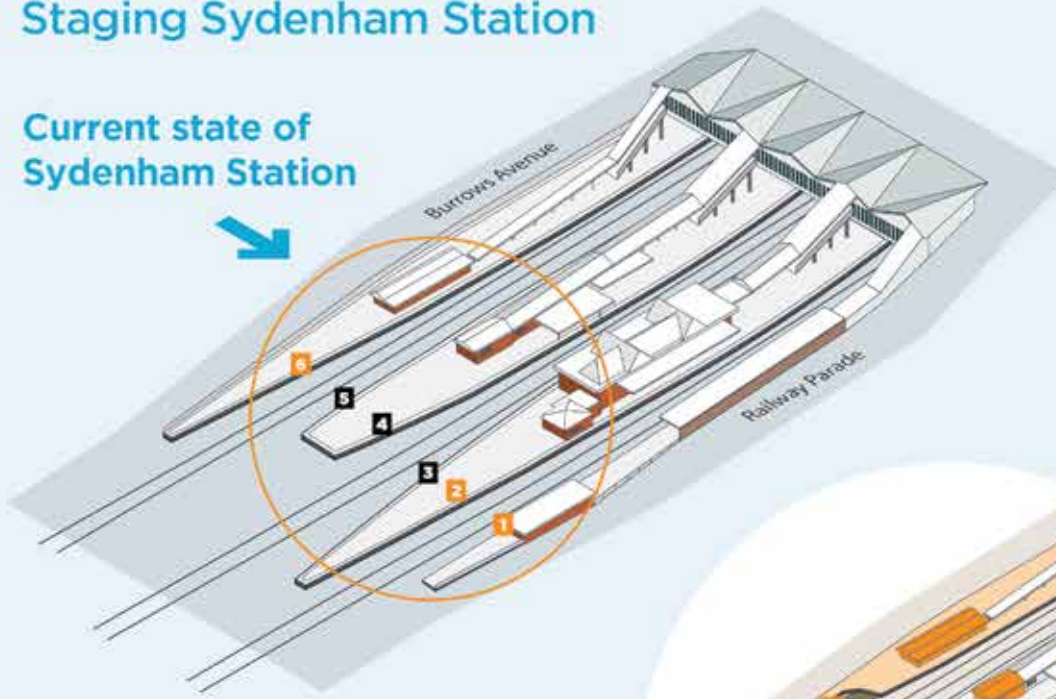
KEY

- Metro tracks
- Sydney Train tracks
- Paid concourse
- Pedestrian plaza/station lobby
- Working platform
- Proposed bridge works
- Site access - in
- Site access - out
- Metro entry
- Suburban train entry
- Temporary bus stop
- Proposed cycle parking

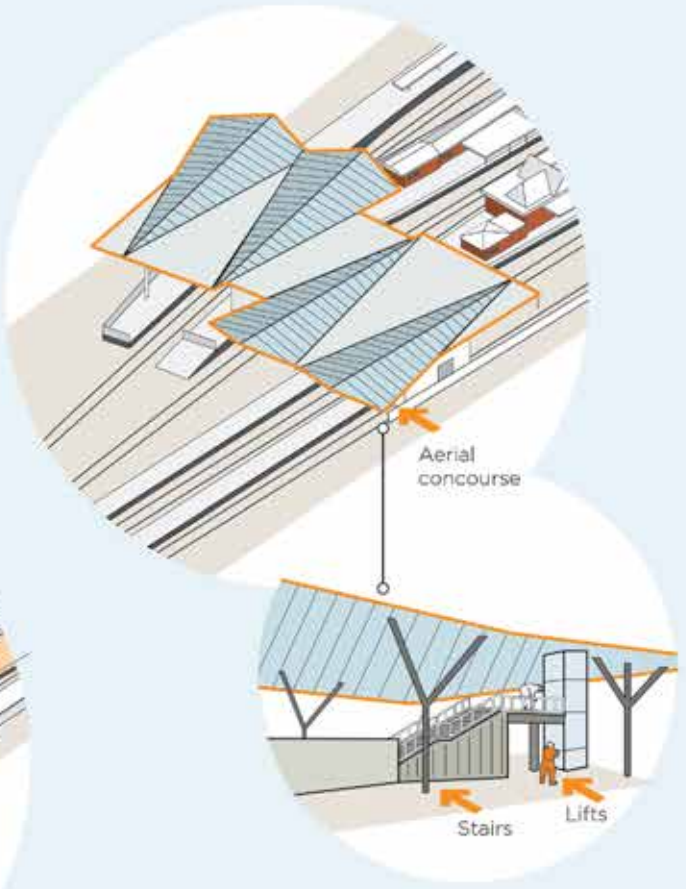
Upgrading Sydenham Station

Staging Sydenham Station

Current state of Sydenham Station

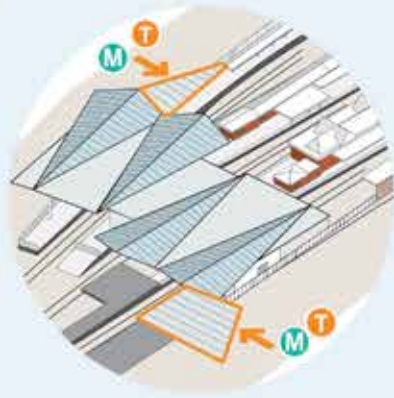


1 Demolish and reconstruct platforms
1 2 6

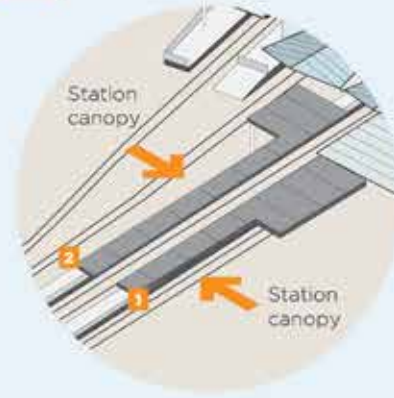


2 Build a new aerial concourse across all platforms with lift and stair access to each platform

3 Build new station entrances and plazas on Burrows Road and Railway Parade



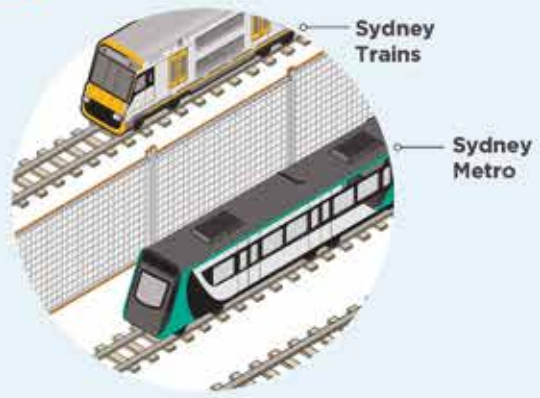
4 Install new station canopy over platforms 1 and 2



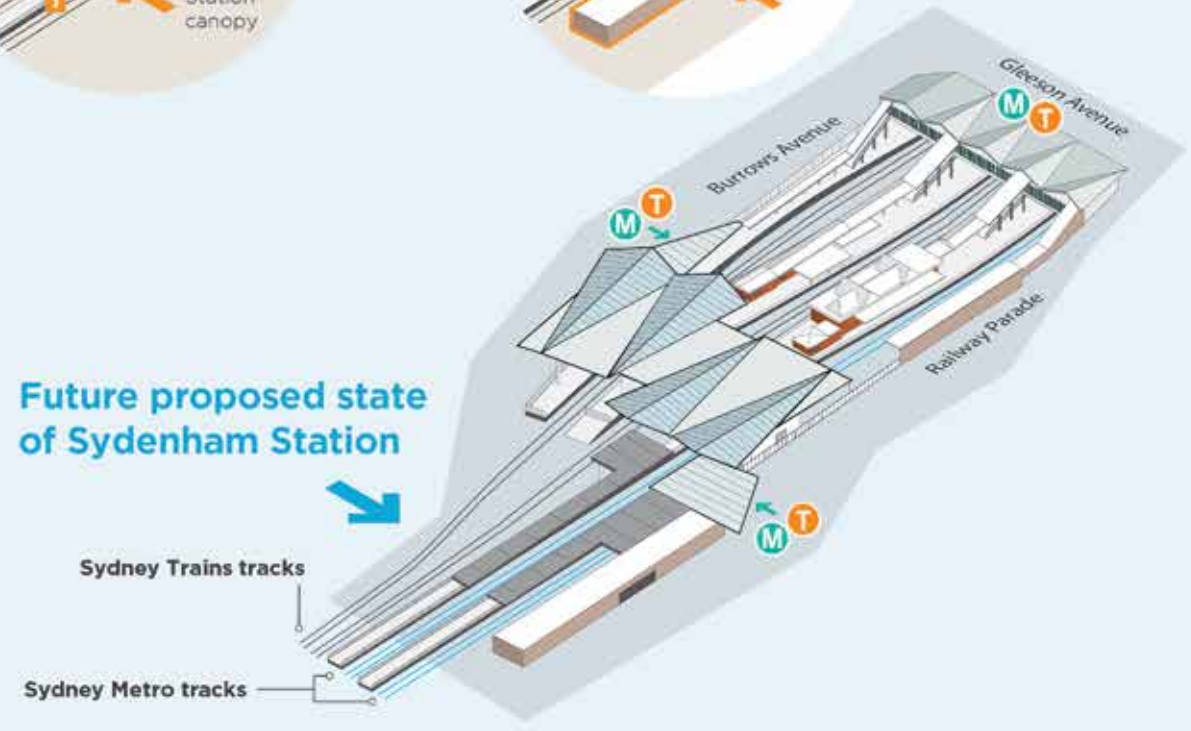
5 Build a new station services building to north-west



6 Install fencing between Sydney Metro and Sydney Trains tracks



Future proposed state of Sydenham Station



Sydney Metro Trains Facility South

All Sydney Metro operations will be controlled and monitored from the Sydney Metro Trains Facility in Rouse Hill, which is being built as part of Sydney Metro Northwest, along with maintenance and stabling.

Stabling will also occur at the Sydney Metro Trains Facility South (SMTFS), a smaller supplementary facility at Marrickville that will provide for overnight stabling of Sydney Metro trains and light maintenance activities to minimise the requirement to send trains to the Sydney Metro Trains Facility at Rouse Hill

The SMTFS will be built on industrial land used to launch the tunnel boring machines between the Marrickville Dive Site and Barangaroo. The size and capacity of the proposed stabling facility will be confirmed as part of the modification process and will take into consideration operational requirements.



Artist's impression of Sydney Metro Trains Facility in Rouse Hill

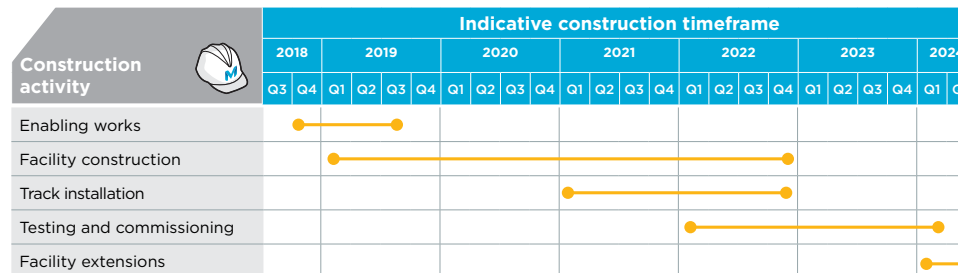
Final arrangements

Feature	Description
Location	Marrickville, bounded by the water detention basin (Sydenham Pit), Sydney Steel Road, Edinburgh Road and the rail corridor
Operating hours	24 hours per day, seven days a week Trains will be stored here outside peak periods and between the last service and the first service the following day Scheduled maintenance will generally occur between the last and first train services, or during planned weekend maintenance periods, when train services will not be in operation on parts of the line Train horn testing will not be required
Operational staff	About 150 staff will work in shifts
Operational access	Sydney Steel Road and Edinburgh Road
Main features	Train stabling area with ultimate capacity for 20 eight-car trains Covered train maintenance area and inspection pit Train wash facility Infrastructure maintenance facility Administration buildings
Finishing works	Perimeter security fencing 2.5-metre landscape zone with grass and trees Future development of the site, including development along the north-western end of the stabling facility (including above the stabling tracks), will be subject to a separate approval process

Building Sydney Metro Trains Facility South

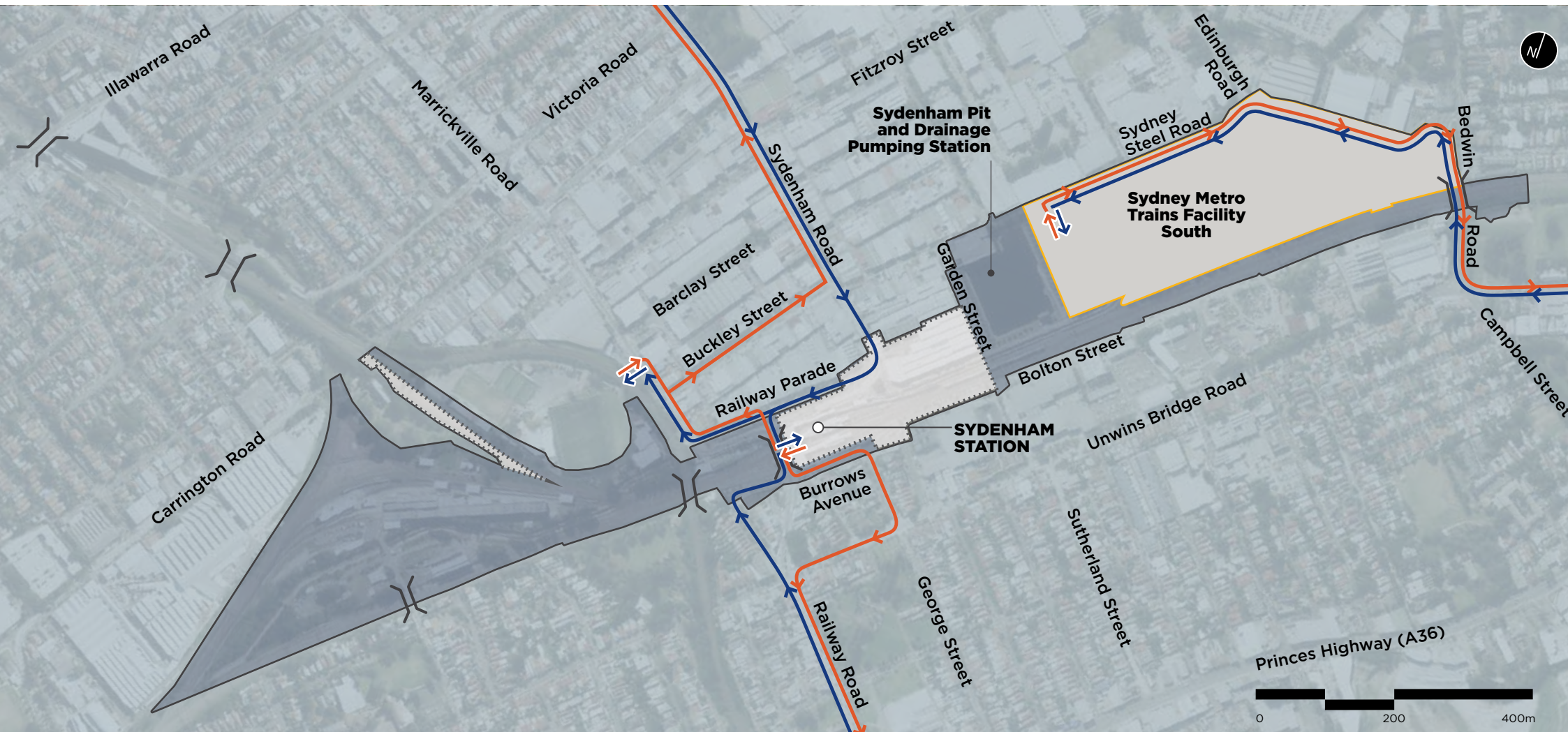
Construction at a glance

Feature	Description
Location	Marrickville, bounded by the water detention basin (Sydenham Pit), Sydney Steel Road, Edinburgh Road and the rail corridor
Site access	Site access to the facility is from Sydney Steel Road
Construction hours	Monday to Friday 7am–6pm and Saturday 8am–1pm During rail possessions 24 hours a day
Vehicle movements	14 heavy and 22 light vehicles per hour, during the AM and PM peak periods
Demolition	Two strata commercial/industrial lots on Edinburgh and Sydenham roads
Biodiversity	No impacts
Heritage	Modifications to heritage drainage works
Activities	Works to adjust drainage including realigning and enclosing existing open channels, building a new pumping station and an aqueduct over the Sydenham Pit and adjusting ramp access Construct rail sidings and facility buildings Install overhead wiring and rails systems
Staff facilities	Offices, lunch rooms and amenities
Staff parking	4 to 10 spaces for construction staff Off-site parking alternatives and shuttle arrangements may be used Workers will be encouraged to use public transport
Utility and power supply	Power, water, sewer and telecommunications
Major utility impacts	Relocate high voltage (HV), low voltage (LV), overhead and 33 kilovolt (kV) cables Relocate stormwater drainage, sewer lines and water mains Relocate Telstra and Optus cables Relocate Jemina HP pipeline



Feature	Description
Plant and equipment	Bobcats Compressors Concrete trucks and pumps Diamond saws Excavators Franna cranes Front end loaders Generators Mobile cranes Scissor lifts
Traffic changes	No changes
Street parking changes	Between 10 and 60 car spaces will be impacted on Garden Street and Railway Parade during drainage works
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 for noise impacts
Pedestrian and cyclist changes	Provision of appropriate crossings for pedestrians, as required
Other major projects in the area	Sydney Metro City & Southwest Sydenham to Bankstown Upgrade (2017–23) WestConnex Stage 2: New M5–Beverley Hills to St Peters (2015–19) WestConnex Stage 3: M4–M5 link (2019–23)

Construction site map



- KEY**
- Proposed modification area
 - South Sydney trains facility
 - Extent of Sydenham Station works
 - Noise barrier or hoarding
 - Proposed bridge works
 - Site access - in
 - Site access - out



The Modification Report is on public exhibition until Wednesday 9 August 2017.

The Modification Report, State Significant Infrastructure Application, Environmental Impact Statement (EIS) and other accompanying documents may be viewed on the Department of Planning and Environment's website at 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 9 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:

• Inner West Council

Customer Service Centre:
2-14 Fisher Street,
Petersham

• Marrickville Library

Marrickville Town Hall,
Corner Marrickville and Petersham Roads,
Marrickville

• St Peters Library

St Peters Town Hall,
39 Unwins Bridge Road,
Sydenham.

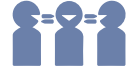
Community information sessions

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
8 July 2017, 10am-1pm	Sydney Portugal Community Club, 100 Marrickville Road, Marrickville
18 July 2017, 4-7pm	Sydney Portugal Community Club, 100 Marrickville Road, Marrickville
22 July 2017, 10am-1pm	Sydney Portugal Community Club, 100 Marrickville Road, Marrickville



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 (হন্টারপ্রেরার) 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 जरूरत 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

via Cross Station

Work at Blues P

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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