

EXECUTIVE SUMMARY

Executive summary

Introduction

Sydney Metro would transform Sydney, cutting travel times, reducing congestion and delivering economic and social benefits for generations to come.

It would boost economic activity by more than \$5 billion a year, supporting major jobs and business growth along its more than 65 kilometre route with better connectivity and land development opportunities and greatly improving business logistics, especially for knowledge-based businesses. Sydney Metro would deliver this major economic boost by:

- Improving access to jobs
- Changing the way people move about the city and reduce congestion
- Allowing people to travel from one key centre to another in minutes
- Enabling housing and employment growth along the Global Economic Corridor and west to Bankstown
- Encouraging greater commercial development – and jobs – in key areas of the city and North Sydney
- Delivering huge flow-on benefits across productivity, wages and the state's overall economic performance.

Employment across Sydney is expected to increase from 2.1 million workers today to about 3 million by 2031. About 60 per cent of people would work in the Global Economic Corridor stretching from Macquarie Park, through Chatswood, North Sydney, the Sydney CBD and on to Sydney Airport. Sydney Metro would connect people across Sydney to these jobs.

Over the next 15 years, NSW will require infrastructure to support 40 per cent more train trips, 30 per cent more car trips and 31 per cent more households. Sydney Metro City & Southwest is identified as a key infrastructure project as part of the NSW government's infrastructure investment program. The NSW Government is committed to the creation of 150,000 new jobs over the next four years. Through investment in infrastructure such as Sydney Metro, new jobs and apprenticeships are being created for the construction sector.

Sydney Metro is a key component of *Sydney's Rail Future* (Transport for NSW, 2012a), a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future.

The Sydney Metro network consists of Sydney Metro Northwest (previously known as the North West Rail Link) and Sydney Metro City & Southwest. The proposed Sydney Metro City & Southwest comprises two core components:

- Chatswood to Sydenham (the subject of this Environmental Impact Statement). New 15.5 kilometre twin tunnels from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham.
- Sydenham to Bankstown upgrade. Proposed upgrade and conversion of the existing 13.5 kilometre railway from Sydenham Station to Bankstown to metro standards. This will be subject to a separate environmental assessment process.

Key features of the project

The key components of the project (from north to south) would include:

- Realignment of T1 North Shore Line surface track within the existing rail corridor between Chatswood Station and Brand Street, Artarmon, including a new bridge for a section of the 'down' (northbound) track to pass over the proposed Chatswood dive structure
- About 250 metres of new aboveground metro tracks between Chatswood Station and the Chatswood dive structure
- A northern dive structure (about 400 metres in length) and tunnel portal just north of Mowbray Road, Chatswood
- About 15.5 kilometres of twin rail tunnels (that is, two tunnels located side-by-side) between the northern dive structure and Bedwin Road, Marrickville (the Marrickville dive structure)
- A substation (for traction power supply) at Artarmon
- New metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground platforms at Central Station
- A southern dive structure (about 400 metres in length) and tunnel portal north of Sydenham Station and south of Bedwin Road, Marrickville
- A services facility (for traction power supply and an operational water treatment plant) adjacent to the southern dive structure.

The project would also include a number of ancillary components, including new and alterations to existing overhead wiring, signalling, access tracks / paths, rail corridor fencing, noise walls, fresh air ventilation equipment, temporary and permanent alterations to the road network, facilities for pedestrians, and other construction related works.

The proposed alignment, stations and key operational ancillary infrastructure are shown in Figure E-1.

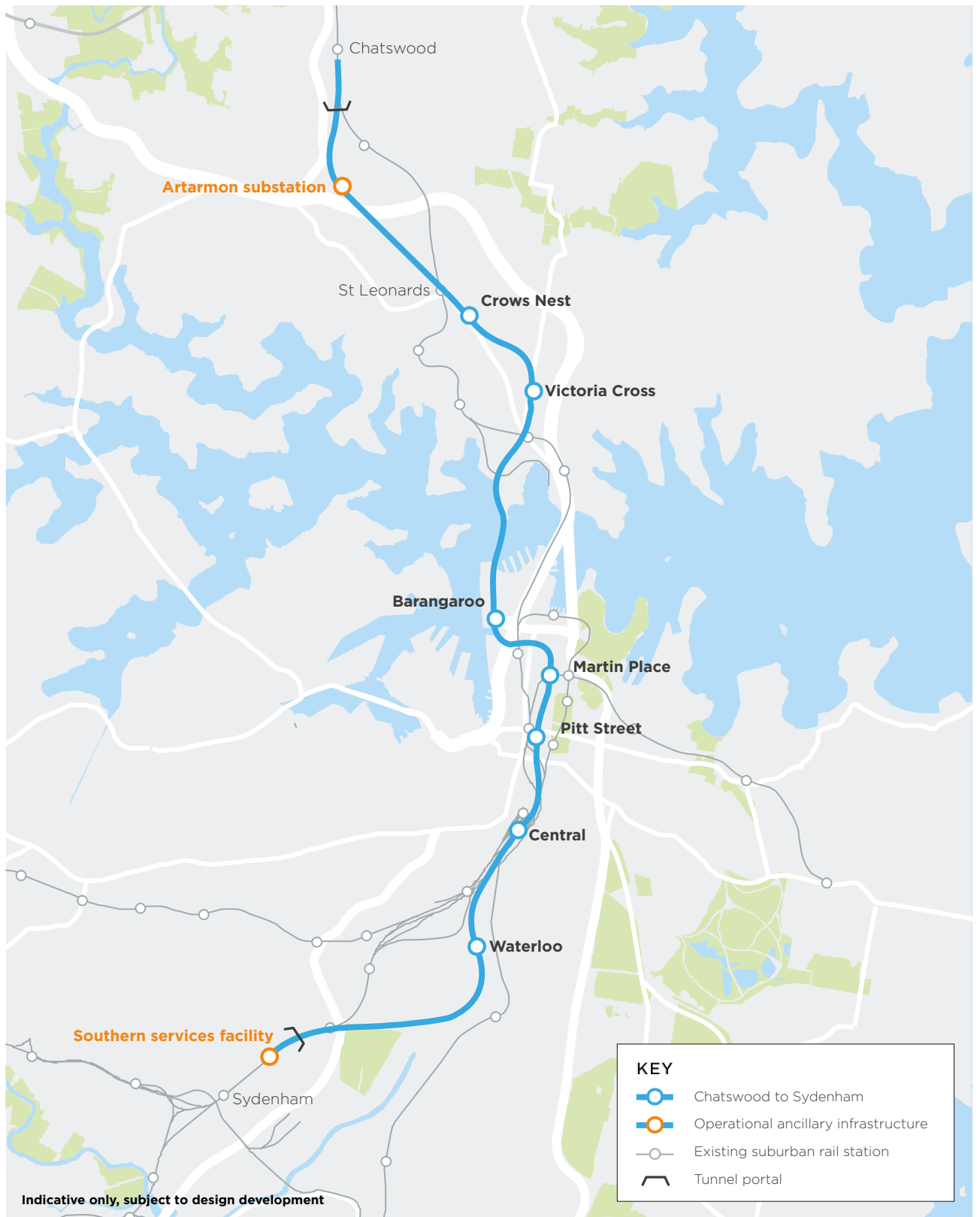


Figure E-1 The project

Project objectives

A set of objectives has been developed for the project having regard to the key challenges and strategic land use and transport policies. The objectives for the project are:

- Improve the quality of the transport experience for customers
- Provide a transport system that is able to satisfy long-term demand
- Grow public transport patronage and mode share
- Support the productivity of the Global Economic Corridor
- Serve and stimulate urban development
- Improve the resilience of the transport network
- Improve the efficiency and cost effectiveness of the public transport system
- Implement a feasible solution recognising impacts, constraints and delivery risk.

The proponent

The proponent for the project is Transport for NSW, which is the lead agency of the NSW transport portfolio, with primary responsibility for:

- Transport coordination
- Transport policy and planning
- Transport services
- Transport infrastructure.

A specialised delivery office has been established as part of Transport for NSW to manage the planning, procurement and delivery of the Sydney Metro network.

Project need and benefits

The project has been developed within the framework of the transport and planning strategies identified in State government policies. In particular this includes the *12 NSW Premier priorities* (established to grow the economy, deliver infrastructure, and improve health, education and other services across NSW), *Sydney's Rail Future: Modernising Sydney's Trains*, *Draft Metropolitan Strategy for Sydney 2031* and the *NSW Long Term Transport Master Plan*.

These policies indicate a strategic need to:

- Significantly increase transport capacity in key parts of the network, especially to the Sydney CBD and the Global Economic Corridor
- Drive productivity through integrated transport and land use planning to realise the productivity benefits of having businesses close together enabling increased interaction, knowledge sharing and collaboration
- Effectively develop infrastructure to cement Sydney's position among the world's most liveable cities and Australia's only global city.

Sydney Metro would deliver a step-change in the capacity of Sydney’s rail network by providing a fully automated rail system across Sydney, supporting high demand with a high capacity, turn-up-and-go service.

Sydney Metro, together with signalling and infrastructure upgrades across the existing network, would increase the capacity of the rail network through the Sydney CBD from about 120 per hour during peak periods today, to up to 200 services per hour beyond 2024, including capacity for up to 60 metro trains per hour during peak periods (or 30 trains per hour in each direction). This would equate to an increase of up to 60 per cent capacity across the network. This means that the railway network across greater Sydney would have room for an extra 100,000 train customers per hour in the peak. The fully automated, Sydney Metro network would have the ultimate capacity to operate 30 trains an hour through the Sydney CBD in each direction – a train every two minutes each way. The proposed new stations would alleviate congestion at Wynyard, Town Hall, Central, Redfern and Green Square stations.

Sydney Metro would deliver a new tier for Sydney’s rail network, supporting high demand with a high-capacity, turn-up-and-go service. It is being developed with an emphasis on supporting the needs of customers for ‘door to door’ journeys from origin to destination as shown in Figure E-2.

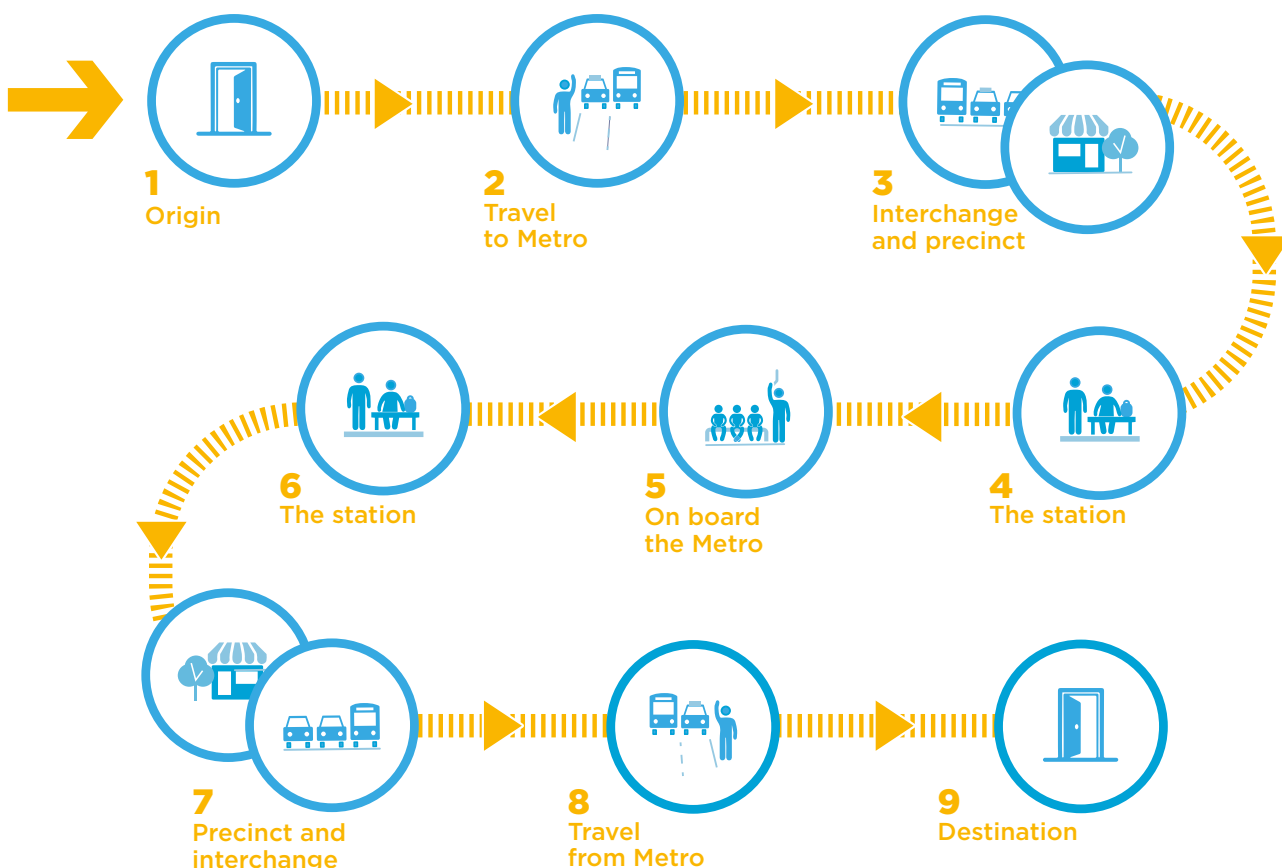


Figure E-2 Customer journey

Other key benefits of the project include:

- Doubling the number of train paths available from the north to Sydney's CBD (by introducing new metro lines beneath Sydney Harbour)
- Strengthening connections and access across Sydney, particularly within the Global Economic Corridor
- Providing new connections to the rail network – including connections to the T4 Eastern Suburbs Line at Martin Place Station, and direct connections between the Sydney CBD with the north west
- Improving the capacity, reliability and efficiency of the existing transport system, by relieving the pressure on existing rail lines, Sydney CBD train stations, Sydney CBD, North Sydney and Sydney South bus routes, and the Sydney CBD road network
- Providing the opportunity for urban development opportunities particularly around the new stations at Crows Nest, Victoria Cross, Barangaroo and Waterloo
- Providing the opportunity for the progressive renewal of the ageing Waterloo social housing estate including a mix of private, affordable and social housing
- Improving network resilience through the Sydney CBD and across Sydney Harbour by providing an additional route during planned and unplanned events affecting other Sydney CBD and harbour links
- Health benefits with the creation of safer and more appealing conditions for pedestrians, cyclists and other transit users in the areas around the stations.

Sydney Metro would also provide important urban renewal and development opportunities through the application of transit oriented development principles that support government objectives to achieve a more sustainable and efficient use of land to meet Sydney's growth.

Construction program and major civil construction works

A number of construction sites would be required for the project. These include locations for tunnel equipment and support, stations, surface track and ancillary facilities.

Subject to planning approval, construction is expected to start in early 2017 and continue over about six years. This would be followed by testing, commissioning and preparation for operation. Services are expected to start in 2024. An indicative construction program is shown in Table E-1.

Table E-1 Indicative construction program

Construction activity	Indicative construction timeframe																															
	2017				2018				2019				2020				2021				2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Enabling works	●————●																															
Tunnel construction					●————●																											
Station excavation and structural works					●————●																											
Ancillary facility excavation and structural works					●————●																											
Tunnel rail systems fit out																	●————●															
Station construction and fit out																	●————●															
Ancillary facility construction and fit out																	●————●															
Testing and commissioning																									●————●							

Environmental assessment

This Environmental Impact Statement has been prepared in accordance with the provisions of Part 5.1 of the *Environmental Planning and Assessment Act 1979*. In particular it addresses the requirements of the Secretary of the Department of Planning and Environment. It also includes consideration of the issues raised by the community and stakeholders during the development of the project.

It is inevitable that a project of this scale and location in a heavily urbanised environment would have some adverse impacts, particularly during construction. These impacts need to be considered within the context of the overall objectives of the project and the significant transportation and other benefits it would provide over the medium to longer term and particularly for future generations.

Key environmental issues have been examined throughout the design and development process. Consultation has been carried out with affected stakeholders to identify key potential impacts at an early stage. Where possible, these would be avoided or appropriate mitigation measures developed. This has resulted in a number of design changes and refinements that have mitigated many of the potential significant impacts.

Despite these efforts, a number of adverse impacts would remain. These impacts would be largely temporary and confined to the construction period. The main impacts identified in the environmental assessment are described in the following sections.

Traffic and transport

When operational the project would provide significant improvements to the public transport network capacity and efficiency including new public transport interchange facilities at and around stations. It would improve reliability across the rail network by reducing train crowding, platform and station crowding. It is also expected to provide wider road network benefits by encouraging greater use of public transport. There would be no material change to the performance of road intersections during operation. However there would be temporary adverse impacts during construction which would be minimised as much as possible.

The project would require construction work to be carried out adjacent to areas with high volumes of traffic and pedestrians. This would result in some temporary impacts to traffic performance on the surrounding road network due to construction vehicles, temporary road closures, loss of parking spaces and loading zones, relocation of bus stops, and temporary closure or diversions of pedestrian and cyclist access.

Construction works at the Chatswood dive site (northern) would require the permanent demolition of the Nelson Street bridge over the T1 North Shore Rail Line. To maintain the primary movement facilitated by Nelson Street, it is proposed to construct an all vehicle right-turn movement from the Pacific Highway southbound to Mowbray Road westbound. This would also require the localised widening of the Pacific Highway to the north of the Mowbray Road intersection.

The removal of spoil would generate the highest volumes of heavy vehicle traffic. The main tunnel spoil removal sites at the Chatswood and Marrickville dive sites have direct access to major arterial roads with minimal use of local residential streets.

Key pedestrians impacts during construction would include the temporary closure of some of the paid underground pedestrian connections at Central (a temporary pedestrian bridge would be provided), closure of Devonshire Street pedestrian tunnel for a period of around two weeks and temporary partial closure of Martin Place over a period of about six months. Safe alternative surface pedestrian and cyclist access would be provided. In addition, the existing entry and exit points, including the underground connections, to the existing Martin Place Station located to the west of Castlereagh Street would be permanently closed. Entry and exit to the existing Martin Place Station would remain via the existing point east of Castlereagh Street and via the new metro southern entry.

The short-term temporary (weekend) closures of Frank Channon Walk located near the northern surface track works at Chatswood would also be required during construction. During this period, pedestrians and cyclists would need to use either the Pacific Highway or Orchard Road to access Chatswood Station from areas to the south.

Noise and vibration

Given the nature and duration of works and the close proximity of receivers after the implementation of acoustic sheds and barriers, airborne noise during construction is expected to exceed noise management levels at all sites – and at some sites by possibly more than 20dB(A). During the night-time, airborne noise levels are expected to generally comply with the criteria though there would be some moderate exceedances at some locations. Mitigation measures would be implemented including acoustic enclosures, and temporary noise barriers.

Ground-borne noise during construction from rock hammering excavation activities is expected to be very high at a number of the station excavation sites – and potentially higher than 75 dBA during the day and 45 dBA during the night. In order to reduce the duration of these impacts, blasting is proposed to be used as an excavation method at the majority of stations. Preliminary blasting scenarios developed to comply with the blasting criteria show substantial reductions in the duration of rock hammering impacts at most station sites. Further work would be carried out during detailed construction planning including trial blasts with small charge sizes to determine site specific characteristics and to assess the level of predictability. Blasts would be designed to comply with the relevant levels for air-blast overpressure and ground vibration.

For tunnelling, a number of exceedances for ground borne noise levels are also expected to occur – the highest exceedances (up to 10dB(A) above criteria), are predicted at residential receivers between the Chatswood tunnel portal and Artarmon substation, around Pitt Street and Waterloo stations and just north of the Marrickville dive site. These levels are not expected to occur for longer than a few days.

Construction vibration levels are anticipated to remain below the cosmetic damage vibration screening criteria, with some exceptions. For these structures, a more detailed assessment of the structure and attended vibration monitoring would be carried out such that vibration levels remain below appropriate limits for that structure. For heritage items, the more detailed assessment would specifically consider the heritage values of the structure.

A project specific *Sydney Metro Construction Noise and Vibration Strategy* has been developed and would provide a framework for implementation of appropriate mitigation measures. Further measures to minimise and manage construction noise and vibration impacts would be identified during detailed design and construction planning in close consultation with the community.

When operational, through the provision of measures incorporated into the design (such as track form in the tunnels and noise barriers), the project would generally comply with all relevant noise and vibration criteria. One receiver adjacent to the surface track works in Chatswood is predicted to have residual noise levels above the trigger values. Additional measures would be investigated during detailed design including at property treatment if required.

Heritage

The project would have a direct physical impact on three State heritage listed properties – Millers Point & Dawes Point Village Precinct (minor impact), Martin Place Railway (moderate impact) and Sydney Terminal and Central Railway Station Group (moderate to major impact) and seven local heritage items. There would also be indirect and potential indirect impacts to around eight State heritage listed properties and around 28 local heritage listed properties (ie vibration and visual changes).

In addition to archival recording and reporting of directly impacted heritage properties, management and mitigation measures have been identified to minimise direct and indirect impacts to adjacent and / or adjoining heritage items. Where direct impacts are unavoidable, this would include opportunities for the retention, conservation and / or reuse of original and significant heritage fabric. Consultation would be carried out with Sydney Trains and the Heritage Council of NSW during design development and an appropriately qualified and experienced heritage architect would form part of the Sydney Metro Design Review Panel and would provide independent review periodically throughout detailed design.

Construction of the project would not directly or indirectly impact on any previously recorded Aboriginal heritage sites. There is a moderate to high potential for unrecorded items of Aboriginal heritage significance to be present in sub-surface contexts at Barangaroo Station and portions of the construction sites for Martin Place, Pitt Street, Central and Waterloo stations and the Marrickville dive site (southern).

Land use and property

The project would require 98 total property acquisitions and three partial property acquisitions. All property acquisition would be managed in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. It would also be necessary to acquire stratum for the tunnel below the surface of properties under the *Transport Administration Act 1988*.

During construction, land use issues would largely relate to indirect impacts associated with reduced amenity such as traffic, noise, air quality, access etc. These issues have been addressed in the specific topic areas. There would be a temporary loss of open space areas associated with the temporary works at Blues Point Reserve. Following activities at this site, the public reserve would be restored to its condition prior to construction. As part of the reinstatement of this open space, Sydney Metro would also explore opportunities for enhancements in consultation with North Sydney Council.

When operational, the project would have no major direct impacts on land use, though would offer substantial future development opportunities. Sydney Metro would address development opportunities and resultant impacts in an integrated manner in direct collaboration with key planning agencies, including the Department of Planning and Environment, UrbanGrowth NSW, the Greater Sydney Commission and the relevant local councils. This may include separate development assessment and approval processes which would include further opportunity for community and stakeholder input.

Soils, contamination and water quality

Given the relatively small areas of surface disturbance anticipated during construction, soil erosion would be adequately managed in accordance with proven standard mitigation measures.

There is a high probability of encountering acid sulphate soils at Barangaroo and between Waterloo Station and the Marrickville dive site. Any acid sulfate soils encountered would be effectively managed in accordance in well-established and proven management and mitigation measures.

The project has a high likelihood of encountering contamination at construction sites in Chatswood and Barangaroo, and the ground improvement work in Sydney Harbour. The risk of impacting on sensitive ecological environments or construction workers, users or visitors would be minimised by well-established mitigation measures.

Due to the expected ground conditions underneath Sydney Harbour, ground improvement to the seabed would be required prior to excavation of the tunnels. Any potential impacts on the water quality of Sydney Harbour during ground improvement work would be managed through measures such as a silt curtain around the grout barges. A water quality monitoring program would also be implemented to ensure the identification and management of any events.

Groundwater and geology

During construction, there would be potential for off-site impacts on groundwater. These changes would generally be within the natural variation of groundwater levels encountered in the past and so are not expected to cause any issues. No change in groundwater is expected at any existing groundwater extraction site.

For the project, a majority of the underground excavation would be within rock that has low permeability, therefore it is expected that settlement associated with groundwater drawdown would be minimal.

The metro tunnels would be tanked (designed to inhibit the inflow of groundwater, typically using concrete lining and waterproofing membrane), so limited to negligible change is expected to groundwater levels along the tunnel alignment. Similarly, the cross passages and most of the station caverns would be tanked, so no change is expected to groundwater levels.

Groundwater collected from any drained station excavations and caverns would be transferred to a permanent water treatment plant at Marrickville prior to discharge to stormwater. The discharge water quality level would be determined in consultation with the NSW Environment Protection Authority during detailed design, taking into consideration the current water quality of the receiving watercourse.

Hydrology and flooding

The majority of construction sites are currently impervious to infiltration and well-established drainage systems are already in place to cater for stormwater flows. At these sites construction activities would not result in any major increase in stormwater volumes or peak flow rates.

At some sites, construction may result in minor changes to existing localised surface water and / or stormwater flow regimes. Erosion and sediment controls, including the redirection and capture of construction site runoff, would be used to manage drainage on construction sites prior to discharge into existing drainage infrastructure.

The Marrickville dive site would be located within a flood-prone area. Potential flood impacts during construction would be managed through detailed construction planning, including the development of appropriate site layouts and staging of construction activities, to avoid or minimise obstruction of overland flow paths and limit the extent of flow diversion required.

When operational, the aboveground station infrastructure would be located within the footprint of existing development and would have a negligible impact on the existing surface hydrology. All surface water from aboveground facilities and tunnel dive structures would also be collected by new drainage infrastructure and connected to existing stormwater systems.

No additional properties would be flood-affected as a result of the project. Flood modelling indicates that the permanent Marrickville dive structure (in addition to elements of the Sydenham to Bankstown project located at and to the north of Sydenham Station) would result in a worst case increase in flood levels within the existing rail corridor of about 470mm in a 100 year annual recurrence interval flood event. The frequency of Sydney Trains rail service disruptions due to flooding would not be increased in the vicinity of the Marrickville dive structure. These increases would only occur in areas that already experience flooding. The flood level increases would also be largely confined to the existing rail corridor and adjacent roads. The project is not likely to require changes to existing community emergency management arrangements for flooding and there would not be an increase in social and / or economic costs to the community as consequence of flooding.

Sustainability

Sustainability principles have been incorporated throughout the design development process. A project specific environment and sustainability policy has also been developed.

Project contractors would be required to clearly identify how they would achieve specific sustainability objectives, initiatives and targets. This approach would encourage industry to develop innovative value-for-money sustainability solutions. Key sustainability themes would include: governance, carbon and energy management, pollution control, climate change resilience, resources (water efficiency and waste and materials), biodiversity conservation, heritage conservation, liveability, community benefit, supply chain, workforce development and economic factors.

Energy consumption and greenhouse emission

When operational, energy consumption is estimated to be around 66,500 megawatt-hours per year (equivalent to around 1,000 households). The estimated greenhouse emissions would be around 66,000 tonnes of carbon dioxide equivalent per year.

An iterative process of greenhouse gas assessments and design refinements would be carried out during detailed design and construction to minimise greenhouse gas emissions. Performance would be measured in terms of a percentage reduction in greenhouse gas emissions from a defined reference footprint. The project would offset 25 per cent of electricity consumption during construction and 100 percent of electricity consumption during operation.

Whilst difficult to quantify and assess, the project would also have the real potential to reduce regional greenhouse gas emissions by providing a low greenhouse gas alternative to private car travel.

Business impacts

Construction of the project would result in broad economic benefits by way of job generation and construction multipliers. Locally, many businesses would receive positive impacts with construction workers requiring food and beverage services and other goods.

Negative impacts would include direct impacts to businesses where properties are to be acquired. Indirect business impacts would include temporary constraints or restrictions on servicing and delivery / access, amenity issues such as increased traffic congestion, noise, vibration and dust, changes to customer access and parking. Measures would be implemented to minimise temporary impacts on businesses.

When operational, impacts at the local and regional scales would be largely positive due to the enhanced capacity and frequency of transport services with improved access to the Sydney CBD including Barangaroo. The new stations at Victoria Cross, Crows Nest, Barangaroo and Waterloo would also enhance the appeal and attraction of visiting, investing, living and working in these precincts.

Cumulative impacts

Given the potential overlap of construction with a considerable number of large infrastructure projects particularly in the Sydney CBD and around the dive structures, the key potential cumulative impact was determined to be construction traffic and transport. Cumulative impacts would be highly dynamic and time / activity specific, so are difficult to define in any detail at this stage of the assessment process. Sydney Metro would work closely with the CBD Co-ordination Office to manage and co-ordinate the interface with other major projects under construction at the same time and would consult a range of state and local government agencies.

Other issues

A number of other issues were assessed including biodiversity, Aboriginal heritage, landscape character and visual amenity, air quality, hazard and risk, and waste management. No issues of major risk or consequence were identified. Notwithstanding, management and mitigation measures have been identified to minimise any potential impacts.

Community consultation

The stakeholder and community consultation process for the project has played an integral role in informing and scoping investigations for this Environmental Impact Statement and will continue to do so through construction.

Engagement with the community and stakeholders began in June 2014 with the announcement of the then Sydney Rapid Transit project as an extension of the then North West Rail Link (now Sydney Metro Northwest).

Key activities have included:

- Stakeholder consultation following the announcement in June 2014
- Project scope consultation and engagement following the announcement of Sydney Metro City & Southwest in June 2015
- Industry consultation in June and December 2015
- Engagement following the project update announcement in November 2015
- Engagement following the announcement of the Waterloo Station location in February 2016
- Engagement regarding the Blues Point temporary site in February 2016.

Key stakeholders for the project have included:

- State agencies (eg Department of Planning and Environment, Roads and Maritime Services, Environment Protection Authority, NSW Office of Water, Port Authority of NSW, Sydney Water and Office of Environment and Heritage)
- Local government (Willoughby, Lane Cove, North Sydney, City of Sydney and Marrickville councils)
- Public utilities, and business and industry groups near the project
- Directly impacted communities
- The broader community.

Transport for NSW has been and continues to be interested in community and stakeholder feedback on the project. The Sydney Metro communication objectives include to:

- Communicate the rationale for the project and the broader network benefits it will deliver, including how it fits into the NSW Government's plans to increase Sydney's rail capacity
- Communicate the Sydney Metro concept and timing
- Build community and key stakeholder relationships and maintain goodwill
- Provide information about the planning approvals process and encourage community participation
- Clearly communicate the corridor protection and property acquisition process.

The project team has developed a community and stakeholder engagement program to continue to proactively engage with local communities, key stakeholders and government agencies.

Project justification and conclusion

The NSW Government is committed to delivering a step-change in the capacity and customer experience of Sydney's rail network. The project would deliver a brand new tier for Sydney's rail network, supporting high demand with a high capacity turn-up-and-go service.

Sydney Metro would provide considerable transport benefits, developed with an emphasis on supporting the needs of customers for 'door to door' journeys. It would significantly increase transport capacity in key parts of the network, especially to the Sydney CBD and the Global Economic Corridor. It would also improve reliability across the rail network by addressing current and emerging constraints such as train crowding, platform and station crowding, and network complexity. This would provide enhanced customer satisfaction in using public transport and improvements in customer safety.

It would also bring a number of city-building benefits. This would include increased economic activity, economic productivity, jobs, savings in infrastructure provision, sustainability benefits, health benefits, more choice of housing and more affordable housing, more access to services, and greater social equity. In particular it would provide a catalyst for urban renewal and development opportunities around the new stations at Crows Nest, Victoria Cross, Barangaroo and Waterloo.

The project has been justified in relation to its strategic transport need and its anticipated benefits, taking into account the objectives of the *Environmental Planning and Assessment Act 1979* and matters of ecologically sustainable development. The project is considered to best meet the objectives when compared to all other alternatives considered.

Key environmental issues have been examined throughout the design development process. Consultation has been carried out with affected stakeholders to identify key potential impacts at an early stage, and where possible, avoided or appropriate mitigation measures developed. This has resulted in a number of design changes that have mitigated many of the potential significant impacts. Provided the measures and commitments specified in the Environmental Impact Statement are applied and effectively implemented during the design, construction and operational phases, the identified environmental impacts are considered to be acceptable and manageable.

Next steps

Transport for NSW is seeking approval from the Minister for Planning for the construction and operation of Sydney Metro Chatswood to Sydenham. Subsequent steps in the process include:

- Exhibition of the Environmental Impact Statement for a minimum of 30 days and invitation for the community and stakeholders to make submissions
- Consideration of submissions. Submissions received by the Secretary of Department of Planning and Environment would be provided to Transport for NSW and any relevant public authorities. Transport for NSW may then be required to prepare and submit:
 - ◆ A submissions report, responding to issues raised in the submissions
 - ◆ A preferred infrastructure report, outlining any proposed changes to the project to minimise its environmental impacts or to deal with any other issues raised
- Determination of the Environmental Impact Statement. The Minister for Planning, who would then make a decision on the project and, if approved, set Conditions of Approval.

Consultation with the community and stakeholders would continue throughout the detailed design and construction phases as required.

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

Your submission must reach the Department of Planning & Environment by close of business on Monday 27 June 2016. Before making your submission, please read the Privacy Statement at www.planning.nsw.gov.au/privacy or for a copy, telephone the number below. The Department of Planning & Environment will publish your submission in accordance with the Privacy Statement.

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

1. Your name and address (at the top of the letter only);
2. The name of the application and the application number (SSI 7400);
3. A statement on whether you support or object to the proposal;
4. The reasons why you support or object to the proposal;
5. A declaration of any reportable political donations made in the previous two years. To find out what is reportable, and for a disclosure form, go to www.planning.nsw.gov.au/donations or phone 1300 305 695 for a copy.

Address:

Department of Planning and Environment
GPO Box 39, SYDNEY, NSW 2001.

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