

6. Description of the project

This chapter provides a description of those components of the overall South West Rail Link (SWRL) project works for which project approval is sought. The chapter describes the built form, construction and operation of the project, including the key features which allow for the project to integrate into the surrounding environment.

The chapter also provides a discussion on a number of minor changes to the project as approved in the Concept Plan, and the proposed diversion of Quarter Sessions Road to the Macquarie Links Drive overbridge. Proposed changes to the Concept Plan are described further in Section 6.1.2.

In addition to the above proposed corridor realignments, parts of the approved SWRL corridor are proposed to be widened marginally to accommodate embankment works and other ancillary infrastructure, such as access/maintenance roads, substations, transport interchanges and commuter car parks. The extent of corridor widening varies along the alignment and is dependent on the earthworks and ancillary infrastructure proposed. Overall, the proposed corridor widening is relatively minor, and has taken into account the need to avoid impacts on environmentally sensitive areas.

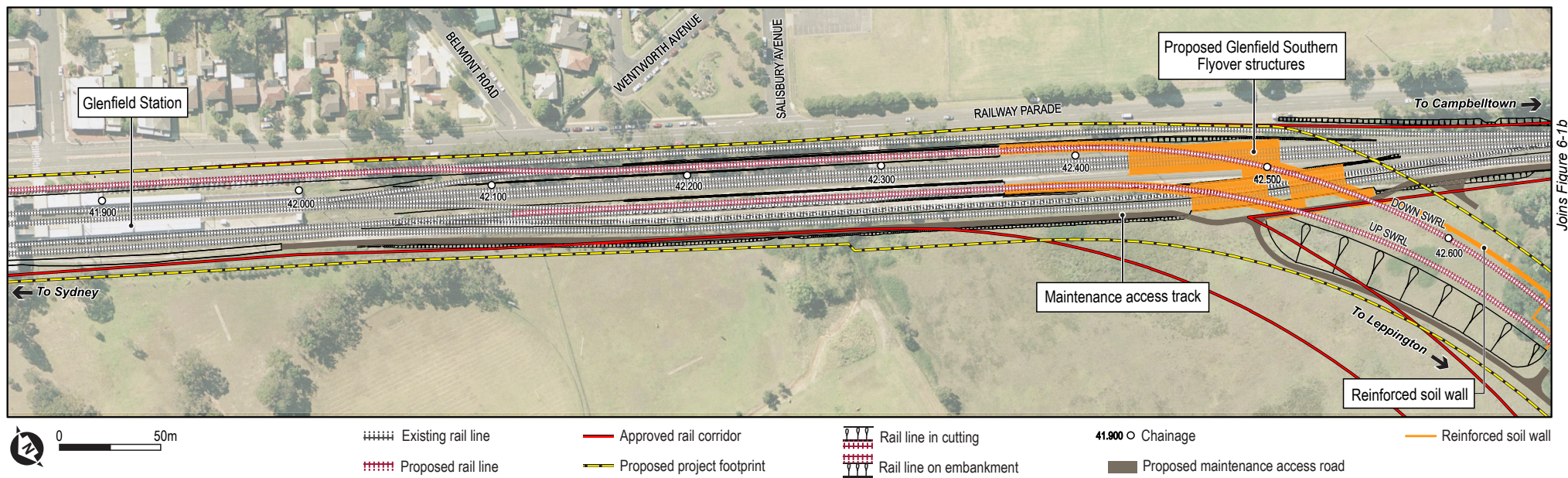
6.1 Overview

6.1.1 Overview

The following sections provide a description of the project, including:

- changes to the project since Concept Plan Approval
- built form — vertical and horizontal alignment, new stations, track work, flyovers and other infrastructure
- construction — including staging, methodology and workforce
- operation — addressing issues such as rail and station operations and maintenance.

A detailed indicative outline of the project is shown in Figures 6-1a to t. Some elements of the project may be subject to further development during the detailed design phase. Any design development as a result of matters arising during the exhibition of this Environmental Assessment (EA) would be reported in a Submissions Report, or if the changes are substantial, a Preferred Project Report. Any design development undertaken following project approval would be required to be consistent with the project approval and associated conditions.



Joins Figure 6-1b

VERTICAL ALIGNMENT

Top of rail
Existing surface (survey levels)

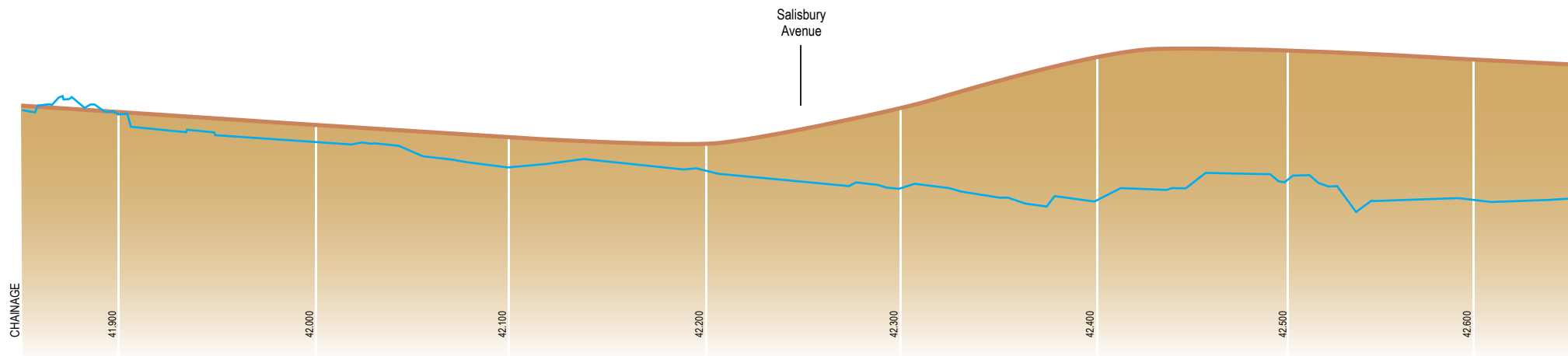
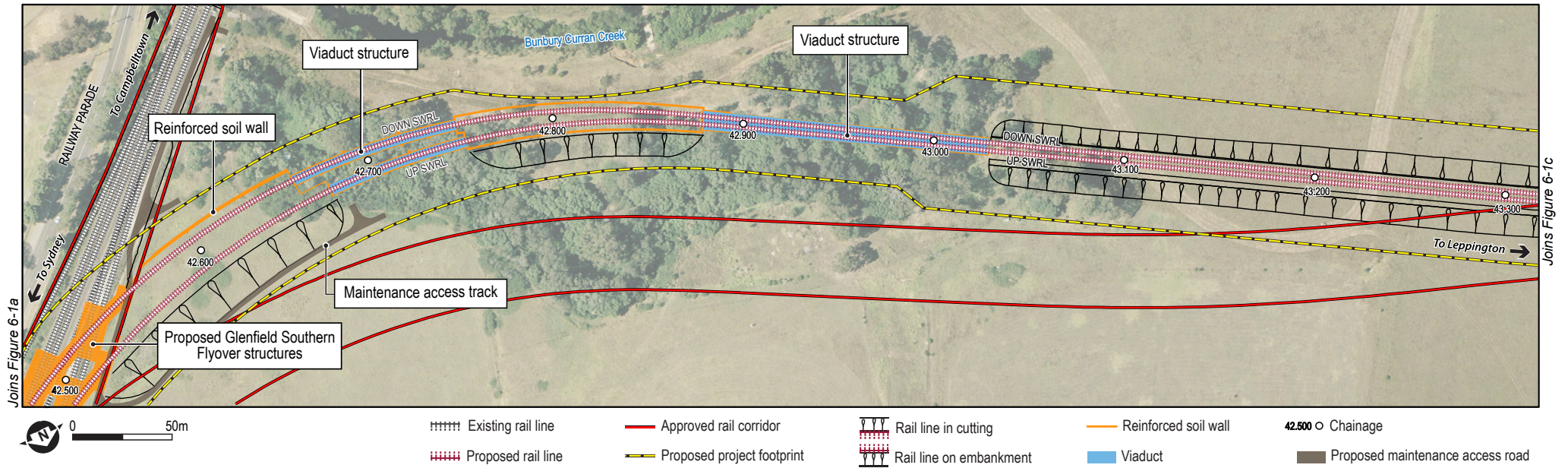


Figure 6-1a The Glenfield to Leppington Rail Line Project
**Note: Indicative only, subject to detailed design*



VERTICAL ALIGNMENT

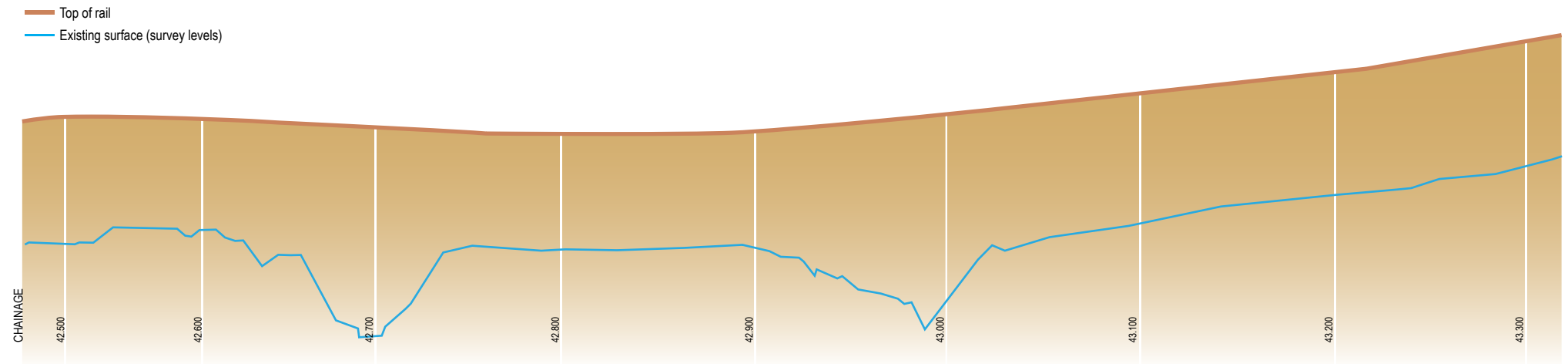


Figure 6-1b The Glenfield to Leppington Rail Line Project

**Note: Indicative only, subject to detailed design*