

INTRODUCTION

CHAPTER ONE



1 Introduction

1.1 Overview

The New South Wales (NSW) Government is implementing *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.

Sydney Metro is a new standalone rail network identified in *Sydney's Rail 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:

- The Chatswood to Sydenham project (the project), which is the subject of this Submissions and Preferred Infrastructure Report. The project would involve construction and operation of an underground rail line, about 15.5 kilometres long, and new stations between Chatswood and Sydenham
- The second core component would involve upgrading the 13.5 kilometre rail line and existing stations from Sydenham to Bankstown which will be subject to a separate environmental assessment process.

A State significant infrastructure application report for Sydenham to Bankstown is anticipated to be lodged with the Department of Planning and Environment in late 2016. Chapter 6 of the Environmental Impact Statement also provides information regarding an interim operational arrangement in the event that the Chatswood to Sydenham component is opened in advance of the Sydenham to Bankstown component. An assessment of the relevant cumulative impacts between the Chatswood to Sydenham project and the Sydenham to Bankstown project is provided in Chapter 26 of the Environmental Impact Statement.

The project is subject to assessment by the Department of Planning and Environment and approval by the Minister for Planning under Part 5.1 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Sydney Metro Delivery Office has been established as part of Transport for NSW to manage the planning, procurement and delivery of the Sydney Metro network.

1.2 The project

The project involves the construction and operation of a metro rail line, around 16.5 kilometres in length, between Chatswood Station and just north of Sydenham Station. The proposed alignment, stations and operational ancillary infrastructure are shown in Figure 1-1.

The key operational components include:

- About 15.5 kilometres of twin rail tunnels (that is, two tunnels located side-by-side) between Mowbray Road, Chatswood and Bedwin Road, Marrickville. The tunnel corridor would extend about 30 metres either side of each tunnel centre line and around all stations
- About 250 metres of aboveground metro tracks between Chatswood Station and the northern dive structure
- A northern dive structure (about 400 metres in length) and tunnel portal south of Chatswood Station and north of Mowbray Road, Chatswood
- A southern dive structure (about 400 metres in length) and tunnel portal north of Sydenham Station and south of Bedwin Road, Marrickville
- New metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground platforms at Central Station
- Underground pedestrian links and connections to other modes of transport (such as the existing suburban rail network) and surrounding land uses
- Realignment of T1 North Shore Line surface track within the existing rail corridor between Chatswood Station and Brand Street, Artarmon, including a new rail bridge for a section of the 'down' (northbound) track to pass over the proposed northern dive structure
- Permanent closure and demolition of the road bridge on Nelson Street, Chatswood
- Signalisation of the Mowbray Road / Hampden Road intersection at Chatswood
- Modification (including protection) of the road bridge on Mowbray Road, Chatswood to accommodate the reconfigured T1 North Shore Line track arrangement
- Services within each of the stations, including mechanical and fresh air ventilation equipment and electrical power substations
- A permanent power supply from Pymont or Surry Hills to Pitt Street Station
- Alterations to pedestrian and traffic arrangements and public transport infrastructure around the new stations and surrounding Central Station
- Signalisation of the Edinburgh Road / Edgeware Road / Bedwin Road intersection at Marrickville
- A substation (for traction power supply) at Artarmon
- A services facility (for traction power supply and an operational water treatment plant) adjacent to the southern dive structure
- Installation and modification of existing Sydney Trains rail systems including overhead wiring, signalling, access tracks / paths, rail corridor fencing and noise walls, within surface sections at the northern end of the project at Chatswood
- Removal of the existing Sydney Trains maintenance access point from Hopetoun Avenue, Chatswood and modifications to the existing access point from Drake Street, Artarmon
- Provision of a maintenance access point from Brand Street, Artarmon on the 'down' (western) side of the T1 North Shore Line
- Provision of maintenance access stairs from Albert Avenue, Chatswood.

The project would also include temporary ancillary facilities to support the construction of the project.

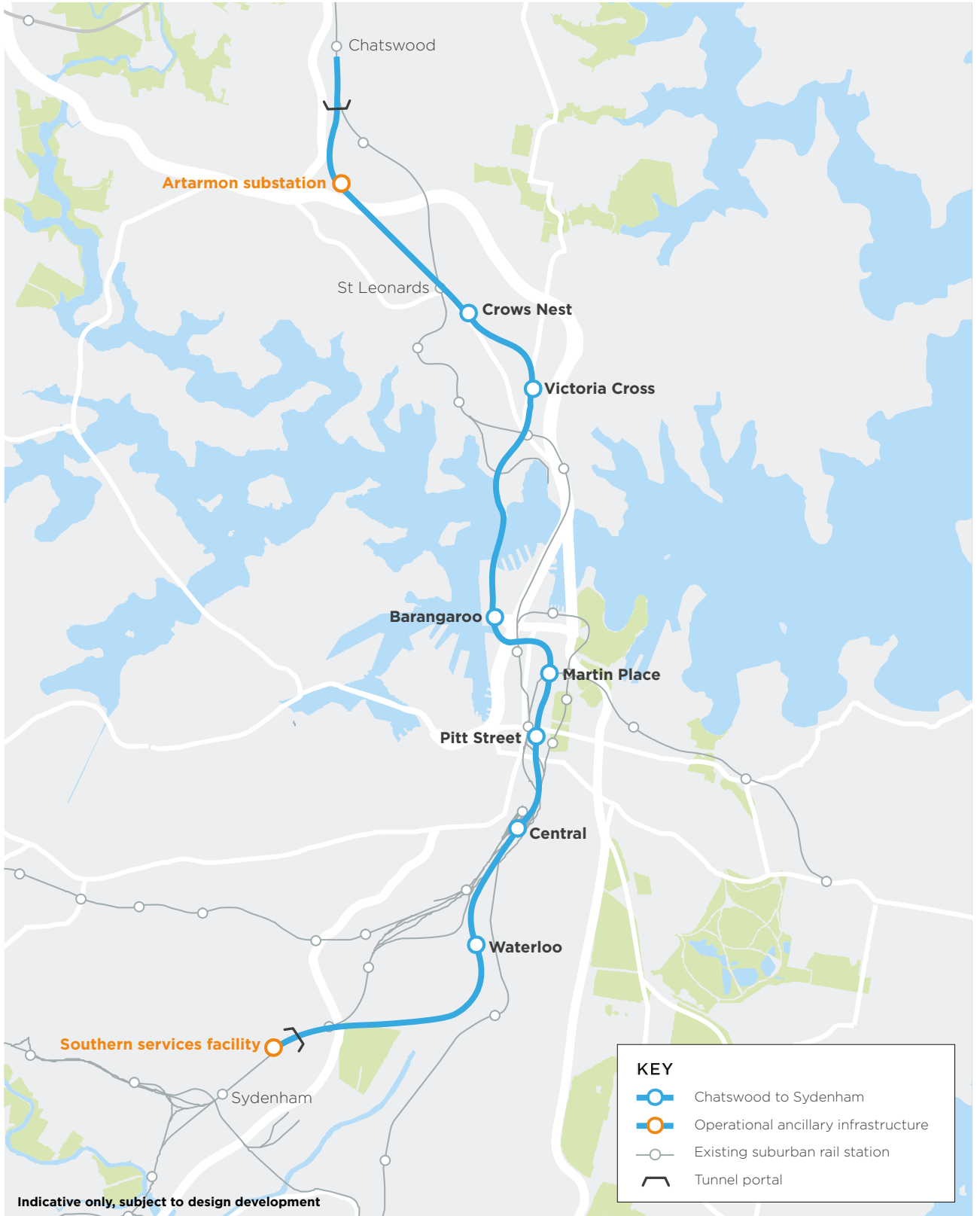


Figure 1-1 The project

1.3 Purpose of this report

During public exhibition of the Environmental Impact Statement, 318 submissions were received by the Department of Planning and Environment. The Secretary of Department of Planning and Environment provided copies of the submissions to Transport for NSW.

In accordance with section 115Z of the EP&A Act, the Secretary required Transport for NSW to respond to the issues raised in these submissions in a submissions report. The Secretary also advised that if there were any proposed changes to the project to minimise its environmental impact or to address issues raised in submissions, a preferred infrastructure report would be required. This Submissions and Preferred Infrastructure Report has been prepared to fulfil both these requirements.

The structure and content of this report are outlined in Table 1-1.

Table 1-1 Structure and content of this report

Chapter	Description
Chapter 1	Introduction Provides an overview of the project and outlines the purpose and content of this report.
Chapter 2	Clarifications Provides clarifications to the information presented in the Environmental Impact Statement.
Chapter 3	Clarifications – with additional investigations The Environmental Impact Statement identified some elements of the project as requiring further investigations in the Submissions and Preferred Infrastructure Report. This chapter provides those investigations.
Chapter 4	Community and stakeholder involvement Provides details of the consultation, and community and stakeholder involvement activities carried out during the development of the Environmental Impact Statement, during exhibition of the Environmental Impact Statement and future consultation should the project be approved.
Chapter 5	Submissions received Provides a summary of the submissions received during the public exhibition of the Environmental Impact Statement.
Chapter 6	Government submissions Identifies the issues raised by government agencies and local councils and provides responses to those submissions.
Chapter 7	Businesses and educational institutions Identifies the issues raised by businesses and educational institutions directly impacted by the project and provides responses to those submissions.
Chapter 8	Community and other submissions Identifies the issues raised by the community and others, and provides responses to those submissions.
Chapter 9	Preferred infrastructure report Provides a description and assessment of changes made to the project as presented in the Environmental Impact Statement.
Chapter 10	Preferred infrastructure engagement Provides details of the consultation and community and stakeholder involvement activities carried out regarding changes to the project as described in Chapter 9 of this report
Chapter 11	Revised environmental mitigation measures and environmental performance outcomes Provides the revised consolidated environmental mitigation measures and environmental performance outcomes, resulting from the submissions received and the preferred infrastructure report.

1.4 Next steps

The Department of Planning and Environment will, on behalf of the NSW Minister for Planning, review the Environmental Impact Statement and this Submissions and Preferred Infrastructure Report. Once the Department of Planning and Environment has completed its assessment, a draft assessment report will be prepared for the Secretary of the Department of Planning and Environment, which may include recommended conditions of approval.

The assessment report will then be provided to the NSW Minister for Planning for consideration. The Minister for Planning may then approve the project (with any conditions considered appropriate) or refuse to give approval.

The NSW Minister for Planning's determination including any conditions of approval and the Secretary's report will be published on the Department of Planning and Environment's website immediately after determination, together with a copy of the Submissions and Preferred Infrastructure Report.

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