



NEW NORTHBOUND ELEVATED TRAIN BRIDGE
(MOVED 3m CLOSER FROM 11m TO ONLY 8m
AWAY AND RAISED UP 2 METERS ON A
BRIDGE) INCREASING THE ALREADY INTOLER-
ABLE RAIL NOISE AND VIBRATION AT 1-3 GOR-
DON AVENUE.

NELSON ST BRIDGE
DEMOLISHED PERMANENTLY

1-3 GORDON
AVENUE
CHATSWOOD

this is where we live,
and is unacceptable
to us

Suburban rail tracks

Adjustment to the T1 North Shore Line tracks and rail systems would be required between the southern end of Chatswood Station and in the vicinity of Brand Street, Artarmon to accommodate the metro surface tracks and northern dive structure.

Between Chatswood Station and the northern dive structure and tunnel portal (near Mowbray Road), the existing T1 North Shore Line tracks would be re-located to the outside of the metro tracks in a widened rail corridor, within existing rail corridor zoned land.

To accommodate the new metro tracks, the dive structure and tunnel portal, the existing T1 North Shore Line 'Down' (northbound) track would be relocated to the west and would pass over the dive structure on a bridge.

The operation of the T1 North Shore Line would continue to be managed by Sydney Trains.

5.4 Stations



New underground metro stations would be located at Crows Nest, Victoria Cross, Barangaroo, Martin Place, and Pitt Street, with new underground metro platforms at Central Station. The potential for an additional station between Central and Sydenham at either The University of Sydney or Waterloo is currently being investigated.

these people do not care
or comply with operational
noise limits

5.4.1 Preliminary design principles for metro stations

The preliminary design principles to guide the design of the stations are in Table 5.1. The design principles would be further developed and identified in the environmental impact statement.

Table 5.1 Preliminary station design principles

| Station aspect | Design principles |
|---|--|
|  <p>Functionality and access</p> | <p>Quick and efficient transfer between metro and other transport modes is critical to station design.</p> <p>Station design would be guided by an 'access for all' philosophy. Stations would be designed using 'priority of access' principles, with pedestrians and cyclists first, followed by buses, taxis and 'kiss and ride' customers.</p> <p>Station design includes emergency exit and access facilities, such as lifts, escalators and fire stairs to allow for customer evacuation and emergency services access.</p> <p>The Sydney Metro network would be integrated into the Opal electronic ticketing system.</p> |
|  <p>Customer information and wayfinding</p> | <p>Customer information and wayfinding using the following guiding principles:</p> <ul style="list-style-type: none"> Customers would be provided with accurate, comprehensive, consistent and real-time multimodal information during multiple phases of their trip (ie before their trip, at the station and aboard the train) Real-time information would be delivered to customers through multiple media to make transit journeys as seamless and convenient as possible The NSW Government would work with councils to develop an easy, intuitive and consistent wayfinding system that facilitates efficient customer movements to, from and through stations. |

Erskineville and St Peters Stations

Erskineville and St Peters stations will continue to be served by Sydney Trains services when the Project opens in 2024. Customer demand levels at these stations are always being monitored and will be taken into account when new train timetables are being designed over coming years.

Possible Liverpool extension

The Bankstown end of the project will be safeguarded for a possible extension to Liverpool, which will now be further investigated by Transport for NSW. Subject to further analysis, this could cut travel times from Liverpool to the CBD by up to 15 minutes and reduce crowding on the existing T1 Western Line and T2 South Line. Further investigations and public consultation will be undertaken in 2016.

Stations beyond Bankstown

The Sydney Metro City & Southwest Project will deliver turn up and go services between Bankstown and the city with a train every four minutes during peak periods. Customers will be able to transfer between metro and suburban trains services at an upgraded Bankstown Station. Suburban train services will continue to operate beyond Bankstown.



Sydney's new Metro train

PROPERTY ACQUISITION

In designing major infrastructure projects, Transport for NSW makes every possible effort to avoid the need to acquire private property. However, in some cases property acquisition is required to allow construction of a major project.

The Project team will make direct contact with any owner or tenant whose property is directly affected by the Project. Following this contact a formal letter will also be sent confirming that a property is required, including details of the proposed property acquisition process.

1-3 GORDON AVENUE IS DIRECTLY AND SEVERELY AFFECTED AND MUST BE ACQUIRED AS PART OF THE PROJECT



Aerial view over Sydney CBD