



# South West Rail Link

OVERVIEW REPORT



May 2005



# Contents

Minister's message	3
<b>1</b> What is this report about?	4
<b>2</b> Managing Sydney's growth	6
<b>3</b> Planning Sydney's South West	8
<b>4</b> What work has been done to date?	10
<b>5</b> What is the South West Rail Link?	12
<b>6</b> What needs to be done next?	20
<b>7</b> Have your say	23



© Crown copyright 2005  
NSW Department of Infrastructure,  
Planning and Natural Resources  
[www.dipnr.nsw.gov.au](http://www.dipnr.nsw.gov.au)  
DIPNR 05\_014

Printed on 100% recycled Australian paper

Disclaimer: While every reasonable effort has been made to ensure that this document is correct at the time of printing, the State of New South Wales, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document



# Minister's message

In December 2004, the Premier and I announced a new land release plan for Sydney's South West and North West as part of this Government's strategy to respond to Sydney's growing population. This means approximately 100,000 new homes in the South West and Edmondson Park over the next 25-30 years - around 280,000 people.

The release of this land is underpinned by a commitment to meet world's best practice standards to deliver better, sustainable, new communities and includes over \$7.8 billion of infrastructure projects for South West and North West Sydney.

Pivotal to this is ensuring that public transport links and services are in place early in the development of these areas. In December 2004, the Premier and I announced that a new rail line, the South West Rail Link, would be constructed between Glenfield and Leppington to serve the new communities in the South West. The State Government's Rail Clearways Plan to improve capacity and reliability on CityRail's suburban network will facilitate the operation of this new line.

This new rail line, as part of a package of transport infrastructure, will provide new and existing residents with a real public transport alternative to buying a second or third car by providing direct access to employment, education, health, commercial services, retail and recreation facilities.

This Overview Report provides an opportunity for the community to participate in planning for the project.

In planning for future communities, it is equally important to address the needs and environment of existing residents. This Overview Report presents options under investigation and addresses a wide range of environmental, engineering and social considerations that will be further developed as we move forward in the planning process.

I hope that this report, as the first stage in engaging the community, will stimulate discussion and interest in the project. Over the next few months, the project will be subject to further detailed studies and community consultation.

Craig Knowles

Minister for Infrastructure and Planning  
Minister for Natural Resources





# What is this report about?

This Overview Report provides general information about the South West Rail Link (Rail Link) project – a proposed new rail line from Glenfield to Leppington in Sydney's south west.

The Rail Link would connect to the existing Main South railway line just south of Glenfield Station. It would include two new railway stations – at the proposed new centres of Edmondson Park and Leppington. A train stabling facility is proposed to be established west of Leppington Station. A further extension to Bringelly is also under consideration.





## Keeping the community informed

This report has been prepared as part of the NSW Government's commitment to keep the community informed about the project. It provides information on investigations to date – including environmental, rail design and operational issues.

## Further investigations

A range of route options have been identified in various studies investigating the Rail Link. However, further detailed investigation, including community engagement, is needed before a preferred option can be taken forward. This includes the preparation of an Environmental Impact Statement (EIS) which would look at the potential impacts of the Rail Link and measures to manage the impacts.

## Benefits

The Rail Link would connect the newly developing suburbs of South West Sydney to key centres and facilities in Sydney. It would provide viable and efficient public transport for residents and workers in the area.

## Responding to questions

A number of questions have been raised by individuals and groups in the community about the Rail Link. In particular, this report aims to provide the local community with a better understanding of where this project currently stands and how it is likely to proceed in the future.

## Staying involved

This report also provides the opportunity to:

- \* be kept informed about the project;
- \* be part of ongoing community consultation; or
- \* register any concerns.

## Structure of the report

A brief description of each section of the report follows:

- 1 overview of the project and purpose of the report.
- 2 growth of Sydney's population and the need for public transport infrastructure.
- 3 proposed land release in South West Sydney including planning processes and structures for funding and management.
- 4 summary of investigations undertaken to date on the project.
- 5 details of the South West Rail link covering transport network, services, rail design, stations, costs, timing and a range of environmental issues.
- 6 the EIS process, project assessment/ approval stages and the role of agencies.





# Managing Sydney's growth

Sydney is Australia's largest city and a global economy. The population of Sydney is currently around 4 million. It is expected to reach 5 million by 2022 and 6 million by the middle of the century.

This level of population growth means a demand for about 23,500 new dwellings per year and a range of associated services and infrastructure.

Along with the challenge of population growth, Sydney households are generally getting smaller. This means that more dwellings are needed to accommodate the same number of people.

## A sustainable future

For Sydney's growth to be more sustainable, a number of key issues need to be addressed. Housing, jobs, infrastructure and services need to be provided. These need to be balanced with the protection of the natural and built environment.

## Transport

Some of the particular issues facing Sydney's transport system include:

- growth of suburbs away from the existing rail network
- heavy reliance on cars
- traffic congestion and increasing travel times affecting quality of lifestyle
- need to balance road and public transport infrastructure investment
- need for facilities to encourage walking and cycling
- complexity of the rail network



Government initiatives such as the Rail Clearways program and bus reforms are an important response to these issues.

## Responding to growth

These issues set the scene for Sydney's Metropolitan Strategy – the NSW Government's long term plan to manage growth and change in Sydney and the Greater Metropolitan Region over the next thirty years.

Under Sydney's Metropolitan Strategy, about two thirds of the additional housing will be provided in established areas – which already have access to transport, hospitals, schools and services. The other third will need to be provided in greenfields locations – such as South West Sydney.

*"So the future character of a city like Sydney is determined by its infrastructure priorities ...Sustainability is going to mean that we do have to deal with automobile dependence"*

Professor Peter Newman, Sustainability Commissioner

Keynote address – Sydney Futures Forum, May, 2004.  
[www.metrostrategy.nsw.gov.au](http://www.metrostrategy.nsw.gov.au)



## New urban areas

In December 2004, the NSW Government announced a key component of the Metropolitan Strategy – the development of ‘growth centres’ in Sydney’s South West and North West.

These new urban areas will see the progressive development of 160,000 homes over the next 25 to 30 years. A Growth Centres Commission (the Commission) is being established to oversee the land release program.

The Commission will manage the orderly and staged release of land and, most importantly, the infrastructure timed to go with it. About **\$7.8 billion** has been budgeted for regional infrastructure in the North West and South West, including roads, railways, schools and hospitals. Seventy five per cent of this amount will come from developer contributions.

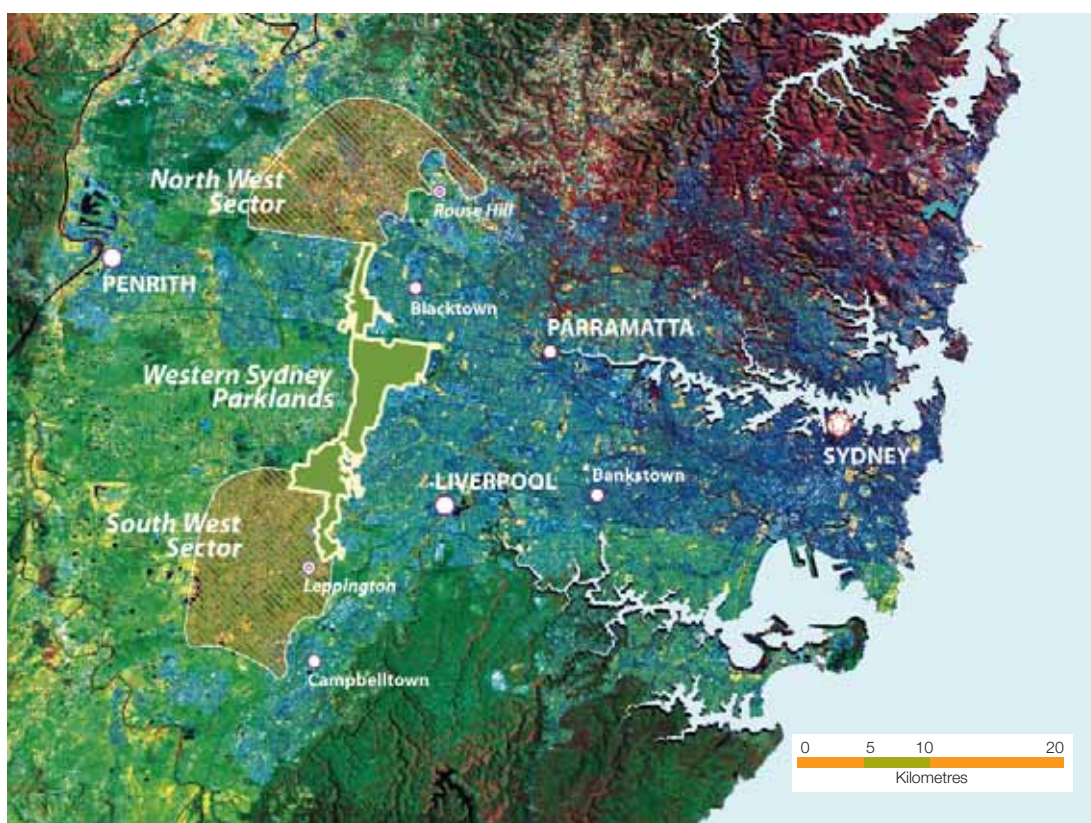
**For more information on the Metropolitan Strategy, visit [www.metrostrategy.nsw.gov.au](http://www.metrostrategy.nsw.gov.au)**

## Rail Clearways

The Rail Clearways plan is a \$1 billion plus initiative of the NSW Government to improve capacity and reliability on CityRail’s Sydney suburban network, presently recognised as one of the most complex in the world.

Due for completion in 2010, the Rail Clearways plan comprises **15 key projects** that will separate the network’s 14 metropolitan rail routes into five **independent clearways**. These projects will remove bottlenecks and junctions, reduce congestion and delays, and allow for simpler timetables for more reliable and frequent services. By 2010 the completed Rail Clearways plan will mean:

- More reliable train services
- More frequent and convenient train services
- More comfortable and less crowded trains
- Increased rail capacity for growth



Land Release Package Source: DIPNR

# Planning Sydney's South West

In his review of the proposed land release areas in Sydney's South West and North West, the NSW Sustainability Commissioner, Professor Peter Newman, has stressed the importance of ensuring that rail links and rapid transit corridors are planned from the beginning – with the understanding that service levels will increase as the population develops.

By providing a public transport link to a range of other centres in metropolitan Sydney, the proposed rail link provides a sustainable platform for urban development in Sydney's South West.

## Planning processes

The development of Sydney's South West will be guided by a range of regional and local plans – under the umbrella of Sydney's Metropolitan Strategy.

The South West Growth Centre Structure Plan (Structure Plan) provides the basis for the release of land on a precinct by precinct basis. The first precincts planned for release are Oran Park, Turner Road and Bagdally Road employment area.

A State Environmental Planning Policy (SEPP) will become the overriding planning instrument for growth centres and will:

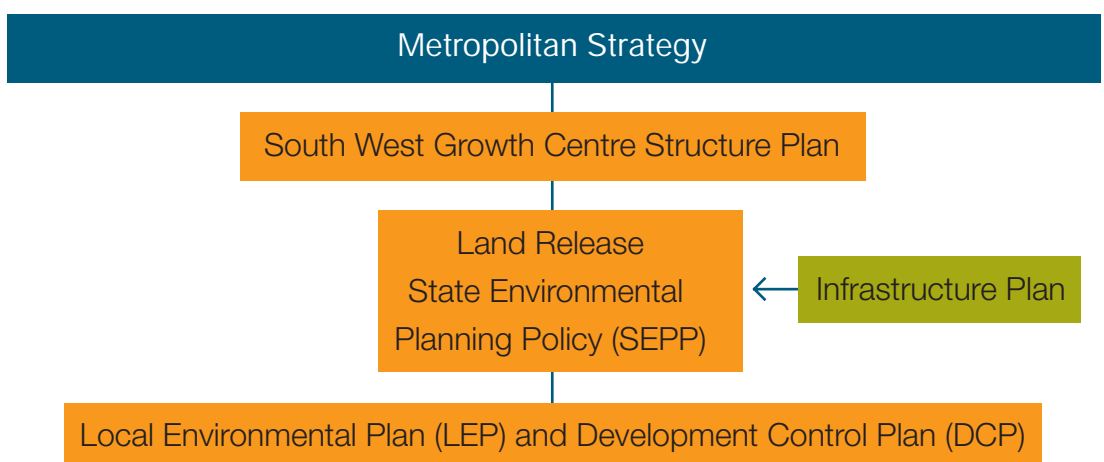
- identify areas to be released
- zone precincts that have been approved by Cabinet for immediate release; and
- set out a process for the release of precincts in the future.

The Local Environmental Plan (LEP) and Development Control Plan (DCP) processes will provide detailed planning and development controls for each precinct.

## Structures for management and funding

In order to implement its growth centres strategy, the NSW Government has established specific management and funding arrangements. A key part of the government's approach to land release

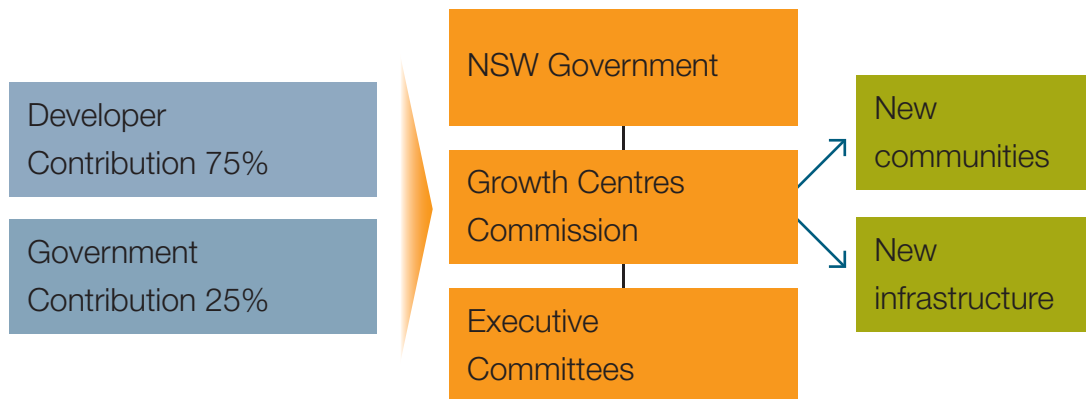
## Planning processes







## Structures for management and funding



is to ensure that key infrastructure, such as the proposed Rail Link, is provided at the right time to serve newly developing areas.

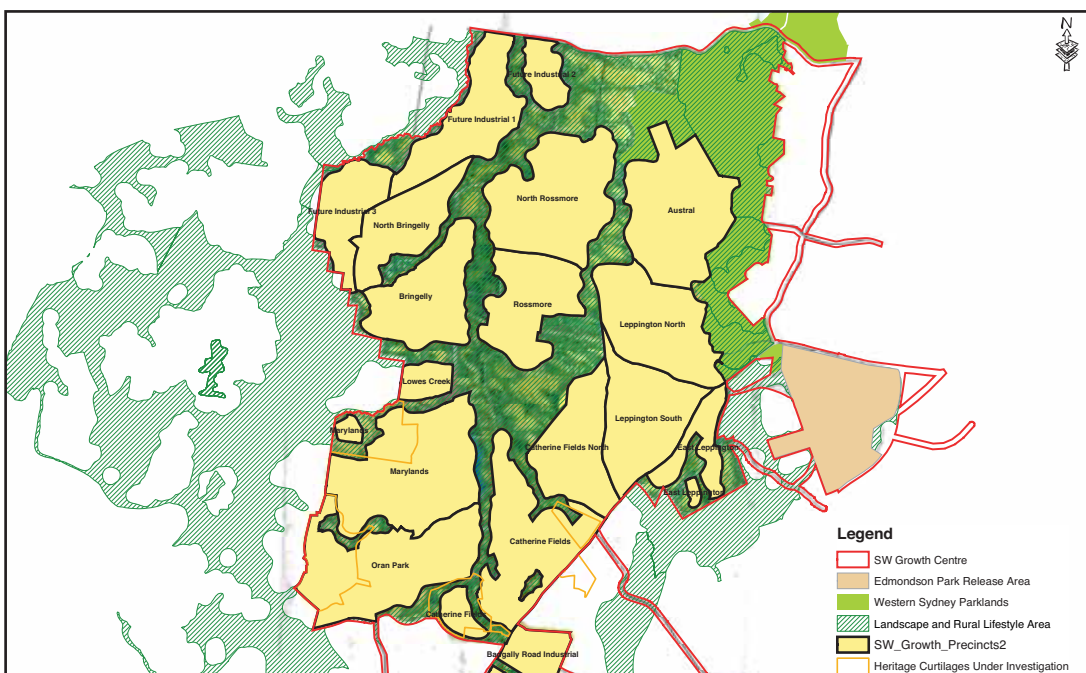
A Land Release Advisory Committee will advise State Cabinet on the sequencing of land releases.

The Commission will develop a scheme for land development based on draft Structure Plans prepared by the Department of Infrastructure, Planning and Natural Resources (DIPNR) and placed on public exhibition. Together with

Councils, the Commission will then develop precinct plans that will be publicly advertised. These plans will incorporate public transport corridors, including the proposed Rail Link.

To facilitate the release and development of land in the South West, Councils will work closely with the State Government to ensure consistency with the objectives of metropolitan, regional and local plans.

### Draft South West Sector Precinct Plan





# What work has been done to date?

In response to the growth pressures on Sydney, the Government decided in late 2002 to proceed with the planning and development of new land release in the South West.

## Changing South West Sydney

Fundamental to the sustainable development of the South West Region is the provision of an efficient and reliable public transport system. A development of this scale requires frequent and reliable transit links to major centres such as Parramatta, Sydney and Liverpool to complement extensive regional and local bus networks.

In the next thirty years, 90,000 homes will be built in South West Sydney's 'greenfield' areas and another 10,000 homes will be built at Edmondson Park. This is forecast to house approximately 280,000 people.

A total of \$7.8 billion worth of infrastructure projects will be provided over the next 25 to 30 years to service the South West and North West of Sydney. Developers will contribute 75 per cent of infrastructure and Government will fund the remaining 25 per cent.

Without the proposed rail link, residents would have to travel to stations on the existing rail network – predominantly between Macarthur and Glenfield.



## History of investigations

The idea of a rail line serving the South West of Sydney has a long history – linked with investigations into a Second Sydney Airport and demand to release land for housing.

Investigations by the Commonwealth into a proposed Second Sydney Airport (also known as Badgerys Creek Airport) initially identified the option of a rail link to the Main South Line, in the vicinity of Glenfield.

In the 1990's, further work occurred on the feasibility and design of a potential rail line. Options were considered including ways of connecting the line to the Main South and East Hills Lines.

During this same period, the NSW Government carried out the South Creek Regional Environmental Study which considered urban development opportunities in the region. Commonwealth, State and Local Governments worked together to progress strategic planning for the region.

In the late 1990's, Liverpool City Council developed principles to guide sustainable development in this area. These aimed at reducing the negative impacts associated with previously poorly planned urban development.

The focus was on providing public transport early in the development process so that car reliance could be reduced. Fundamental to this is the need to consider transit routes as part of the urban planning process.



## Rail Link Investigations

	1990	2000	2005
Second Sydney airport investigations	Strategic planning	Preliminary Technical investigations	Overview report Further option evaluation
Linking the airport and metropolitan rail network	South Creek Rail link feasibility	Engineering A operations <ul style="list-style-type: none"> <li>• design</li> <li>• alignments</li> </ul> Environmental <ul style="list-style-type: none"> <li>• land use and community</li> <li>• noise</li> <li>• air quality</li> <li>• heritage</li> <li>• flora and fauna</li> </ul> Regional Structure Planning <ul style="list-style-type: none"> <li>• Enquiry-by-Design (2003) Rail options investigated</li> </ul>	EIS →

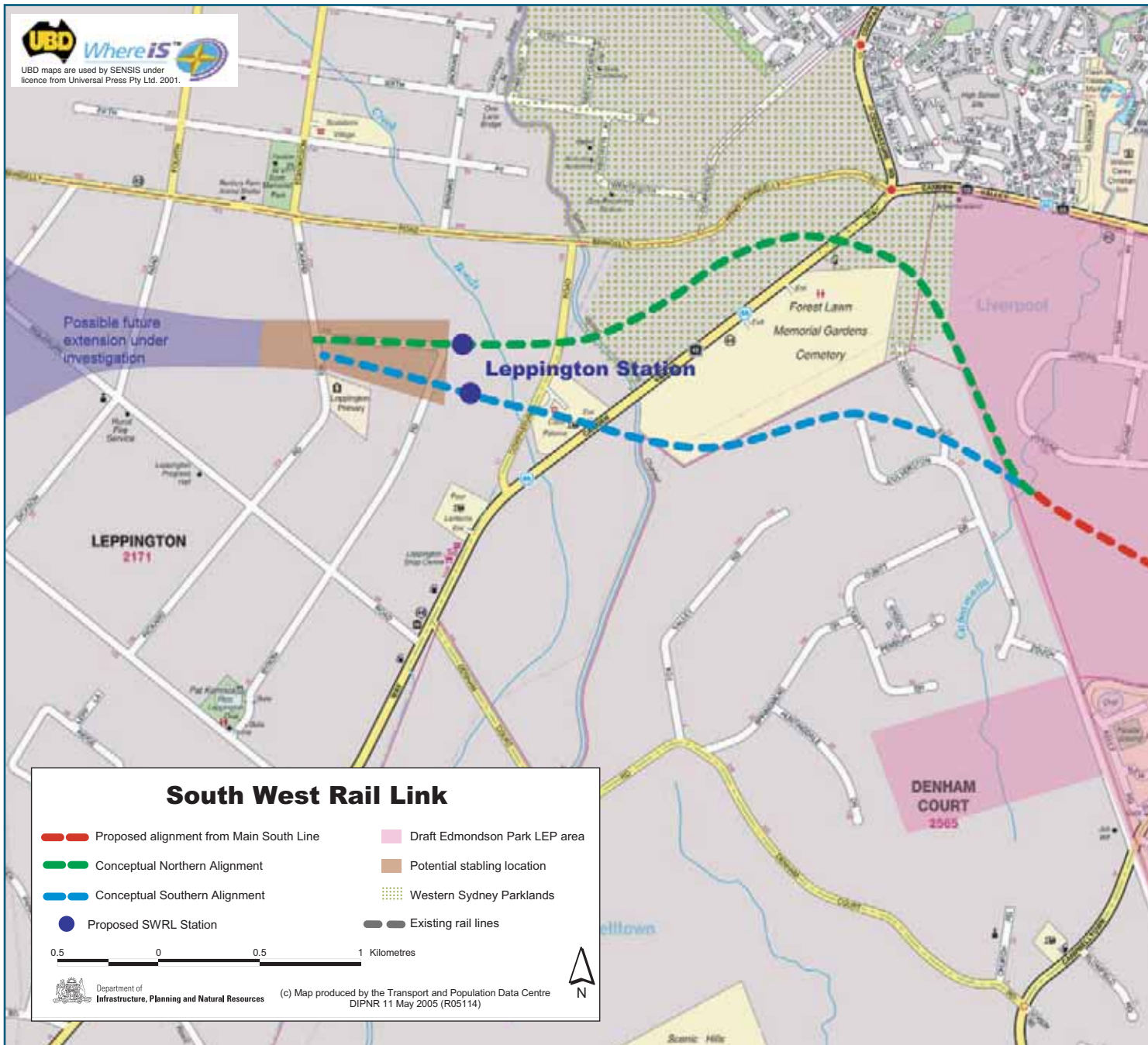
Higher density residential development, centred around transport facilities, could be supported which would increase the viability of public transport use. Activities that create the greatest travel demand such as shopping, education and health facilities should be located near transport facilities. Their design should aim to integrate access to transport within the development.

Last year, Liverpool and Campbelltown City Councils placed draft Local Environmental Plans (LEPs) for Edmondson Park on public exhibition. The draft LEPs identify a public transport corridor. While the route to the east of the proposed Edmondson Park Town Centre is feasible, Liverpool City Council has been asked to defer consideration of part of the western portion of the LEP while investigations into alternative rail line alignments are underway.



# What is the South West Rail Link

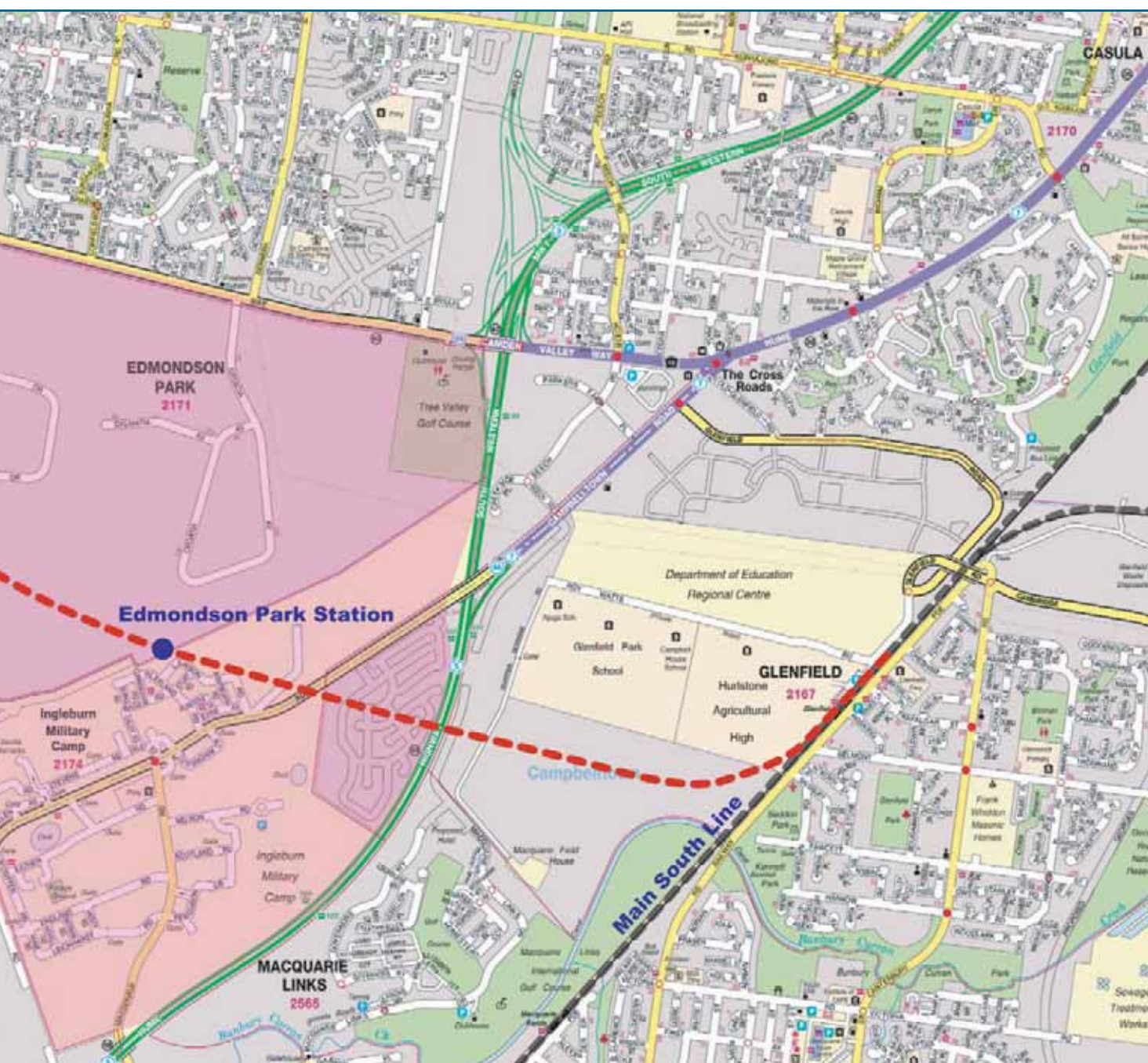
The South West Rail Link will enable residents in Sydney's South West region to access many centres and destinations by public transport. This means that they won't have to rely on driving their cars or having a person drive them to places such as work, educational facilities and hospitals. Centres that will be able to be reached easily by rail include central Sydney, Parramatta, Liverpool,



# project?



Penrith and Campbelltown, as well as Kingsford Smith Airport. The new Rail Link would be approximately 8 kms long with new stations at Edmondson Park and Leppington and could be extended in the future to serve other new suburbs further west.





## Transport network

The Rail Link would form part of the transport network serving residents in the additional 90,000 new homes in the south west sector and 10,000 new homes in Edmondson Park. It will also free up capacity for passengers on the existing Main South Line south of Glenfield. Without the Rail Link, residents from the new developments would need to use the existing stations between Macarthur and Glenfield.

## Services

It is proposed that passengers on the double track line will initially be served by 4 trains per hour throughout the day and potentially more in peak periods. More trains can be provided as the population increases and the need for additional services grows.

## Rail design

The new rail line would be approximately 8km long and could be extended to serve other new suburbs in the west.

Preliminary studies have considered a number of options for the location of the Rail Link. Some initial concept design work has been undertaken.

Further to exhibition of the draft Edmondson Park Local Environmental Plans, alternatives have been proposed. These include a northern alignment between Edmondson Park and Leppington, and the potential for the line to be placed, in part, in cutting or tunnel.



Centres accessible by rail from Edmondson Park and Leppington



Preliminary investigations have been undertaken into the feasibility of these proposals. Further investigations will enable a rigorous evaluation of options so that a preferred corridor can be selected for a full and detailed environmental impact assessment. Submissions on this Overview Report may produce additional options for consideration.

It is proposed that the Rail Link branch off the Main South Line about 500 metres south of Glenfield Station. Glenfield Station would be reconfigured and Easy Access facilities provided.

The junction would be grade separated so that the South West Rail Link would pass over the Main South Line. It would then continue on an embankment across the Glenfield detention basin, passing under both Quarter Sessions Road and the F5 freeway and over Campbelltown Road to the proposed Edmondson Park Town Centre.

There are then a number of alternatives being investigated for the alignment beyond the proposed Edmondson Park Station to Leppington – a northern alignment, a southern alignment and placing part of the alignment in cutting or tunnel.

The conceptual southern alignment passes to the south of the Forest Lawns Memorial Gardens through land not currently used by the cemetery and avoiding the old growth Cumberland Plain Woodland.

The conceptual northern alignment passes to the north of the cemetery.

## Stations

Two new stations are proposed. Edmondson Park Station would be located in a cutting, approximately 12 metres below the surrounding ground level. It has been designed so that, in the longer term, development could potentially occur over the rail line. Leppington Station will need to be integrated with planning for what is proposed to be a major centre for the South West region.

Both stations will include Easy Access facilities for people with prams and strollers as well as mobility impaired passengers. Tactile tiling will assist those with visual impairments.

Appropriate provision for commuter parking would be considered as planning progresses. However, the focus will be to encourage rail passengers to access stations by bus, cycling or walking.

A train stabling facility is proposed to be provided in a cutting to the west of Leppington Station. This could accommodate up to 20 trains in the long term and is essential for RailCorp to respond to growth in patronage on the CityRail network and operate additional train services.

## Integrated transport network

An integrated bus network would be established to provide links to the proposed new stations at Edmondson Park and Leppington, enabling an easy interchange with rail services.

Buses would also link residents to other key activity generators in the region. A bus priority corridor will provide a public transport link to Liverpool and Edmondson Park, from the existing Liverpool to Parramatta Transitway at Hoxton Park Road and along Croatia Road which will be re-aligned to lead to Edmondson Park Station.

A fundamental principle for the development of the Rail Link is that residents will be able to easily access public transport. Before the Rail Link gets built, a bus-based Interim Transport Strategy would be in place for when the first residents move in to Edmondson Park so that travel behaviour based on reliable public transport alternatives can be established.

Access to the new stations by cycling and walking will be encouraged through the precinct planning process.

Roadworks will also be carried out as part of planning for growth in the South West and to integrate with the Rail Link.



## Costs

The final cost of the Rail Link will depend on the alignment chosen, the length of the route, the amount of land to be acquired and whether any tunnelling is required.

Seventy-five per cent of the estimated cost of the regional infrastructure (including the Rail Link) required to support development in the south west release area is to be met through developer contributions. The remainder is to be funded by the NSW Government. Any proposal to build the Rail Link in tunnel would increase the total cost significantly.

## When will the Rail Link be built?

A Growth Centres Commission is being established to coordinate the staging of land release and the provision of associated infrastructure, including the Rail Link. It will work closely with local Councils in developing plans for the Growth Centres.

The Rail Link could be constructed and in operation as early as 2012 following completion of the Rail Clearways Program. The ability to build the Rail Link on the surface is a major factor in favour of early delivery. It means that urban development can be shaped around the rail line and can be designed to encourage public transport use. Pathways and cycleways can be incorporated into subdivision patterns while mixed use centres can focus on the transport hub of a railway station.

## Environmental issues

Initial engineering concept designs have been shaped by environmental and social issues. The aim is to reduce overall impacts on private property owners and sensitive flora and fauna in the region while at the same time meeting engineering and operational requirements for a 21st century railway.

Preliminary environmental studies carried out to date include:

- Flora and fauna
- Hydrology and water quality
- Noise and vibration
- Indigenous and non-indigenous heritage
- Land use and community impacts
- Air quality

These studies indicate that, whilst there are a range of environmental issues, the rail design can maximise community benefits and minimise potential negative impacts. A thorough consideration of impacts and potential mitigation measures will occur through the Environmental Impact Assessment process.

## Flora and Fauna

Preliminary study results indicate that several ecological communities and threatened species such as the Cumberland Plain Woodland and the Large Land Snail, are likely to be found in the vicinity of the Rail Link. As such, the project may require the preparation of a Species Impact Statement. All activities related to flora and fauna

### Desirable rail design criteria

- minimum horizontal curve radii of 1,000 metres
- design speed of 130kmh
- suitable grade separation on Main South Line at Glenfield
- train stations on straight section of track
- design for station length of up to 210 metres
- maximum gradient of 3 per cent
- station gradient 0.25% maximum
- easement of 40 metres for corridor





impact assessment must comply with the requirements of the NSW Environmental Planning and Assessment Act, Threatened Species Conservation Act and the Commonwealth Environment Protection and Biodiversity Conservation Act, and be undertaken in close consultation with the NSW Department of Environment and Conservation.

### Hydrology and Water Quality

The proposed Rail Link would pass through flood prone land approximately 500 metres south of Glenfield Station. The Rail Link also crosses the proposed Glenfield Detention Basin located on the northern side of Bunbury Curran Creek just before the creek crosses the Main South Line. The proposed Edmondson Park Station is located between two creeks.

These issues would be addressed through detailed studies and sensitive design, including backwater analysis of the downstream floodplain to identify any measures required to avoid flooding.

### Noise and Vibration

Potential impacts from noise and vibration could occur during the construction and operation of the proposed Rail Link. Construction will inevitably lead to some noise and vibration impacts. By providing the Rail Link prior to the area being fully developed, the impacts on future residents can be minimised.

The initial engineering concept design proposes much of the rail line below the existing ground level in a cutting. On current concepts, the stabling facility would also be located in a cutting. This will assist in ameliorating operational rail noise.

Other mitigation measures such as noise walls will be provided, where required, to reduce noise impacts.

### Indigenous and Non-Indigenous Heritage

Initial research indicates that the area is rich in both indigenous and non-indigenous heritage. There are numerous indigenous sites located in the vicinity of the alignments under investigation, including open campsites, isolated finds and scarred trees.

Several items of non-indigenous heritage significance have also been identified within the vicinity of the Rail Link, including Macquarie Fields House and the water canal. There are also significant view corridors such as the Denham Court viewshed.

These would require additional study through the Environmental Impact Assessment process. This would include consultation and participation with indigenous groups, other communities along the proposed routes, the Department of Environment and Conservation, local councils and the NSW Heritage Office.

### Air Quality

The Rail Link will moderate the impacts of air pollution and greenhouse gases as a result of passenger vehicle emissions. Ensuring that public transport is provided at the same time as urban development occurs allows the shape of development to encourage public transport use. As well, mixed activities can occur in centres so





that fewer car trips are required. Placing residential areas near commercial centres, railway stations and other activities means that public transport becomes more viable. This can reduce the negative impacts of the emissions from private car use on air quality.

### Land Use and Community Impacts

The development of the South West Sydney region will result in major land use changes in the region and a large increase in the population. The Rail Link is a key initiative to ensure that this development can occur in an environmentally sustainable way.

Changes in existing land use in many areas surrounding the project are occurring now and in the future, such as the rezoning of the

Edmondson Park area, which will also have significant impacts on local communities.

The Rail Link will have significant beneficial impacts on the region. It will ensure that traffic generation can be moderated with many trips being able to be made by public transport. Without the Rail Link, people working in the area and residents would have no alternative to road-based transport. Train travel can provide fast travel times and avoid delays through traffic congestion.

Initial engineering concept designs have been based on reducing negative land use impacts by minimising the number of properties directly affected by the corridor. They also respond to significant local land uses such as the impact on the Forest Lawns Memorial Gardens.

## Alignment design considerations

### Environmental

- Rail alignment to meet best practice environmental standards;
- minimise impact on Cumberland Plain Woodland;
- minimise private property acquisition;
- locate rail line in cutting where possible to minimise view and noise impacts;
- minimise impact on Forest Lawn Memorial Gardens Cemetery;
- minimise impact on indigenous and non-indigenous heritage
- address potential flooding and locate rail line above 1:100 year flood level;
- minimise impact on threatened species (eg. large land snail, bats, frogs);
- minimise impact on Glenfield detention basin;
- minimise need for excessive earthworks; and
- minimise greenhouse gas emission and reduce vehicle kilometres travelled.

### Land use and transport

- stations to integrate with centres and provide a focal point for activity;
- feasible capital expenditure capable of majority funding through developer contributions;
- stations located to maximise accessibility catchment;
- rail alignment to meet best practice engineering standards;
- areas suitable for high density development closest to stations;
- interconnect with other major transport corridors such as roads and bus routes;
- locate least noise sensitive land uses, such as commercial and industrial, near stabling facility;
- minimise the amount of private land to be acquired; and
- avoid isolating properties.



### What if my property is directly affected?

Land owners whose property would be affected by the project will be notified as planning progresses and a preferred alignment is identified.

Once the Growth Centres Commission is established, a process for further consultation with the affected land owners and other stakeholders will be put in place as part of the planning and Environmental Impact Assessment process.

Any private or commercial property required for the project would be acquired in accordance with the relevant legislation, including the Land Acquisition (Just Terms Compensation) Act 1991. Compensation will be assessed in accordance with this Act.

### Where can I find out more information?

A number of studies leading to the initial engineering concept design and environmental issues for the southern alignment option have been undertaken as well as preliminary investigations into a northern alignment and a potential for tunnelling a portion of the route. These are publicly available so that the community can be involved in the process of progressing the development of the rail line. These studies are available for inspection at:

Liverpool City Council  
1 Hoxton Park Rd  
Liverpool

Campbelltown City Council  
Civic Centre Corner of Queen and Broughton Sts  
Campbelltown

Camden Council  
37 John St  
Camden

Dept. of Infrastructure, Planning and Natural Resources - Parramatta Office  
Level 4 Macquarie Tower  
10 Valentine Avenue  
Parramatta





# What needs to be done next?

The South West Rail Link is a major infrastructure project under consideration by the NSW Government.

The project will deliver benefits to Sydney's South West and the metropolitan region in general. However, a project of this scale will also have various impacts – both positive and negative – on the local community.

## EIS

Before a project like this can be started, NSW legislation requires a detailed investigation of the impacts to be undertaken. This is known as an Environmental Impact Statement (EIS).

The purpose of the EIS is to take forward a preferred option and determine the project's impacts – and to work out ways of best minimising, mitigating and managing the impacts.

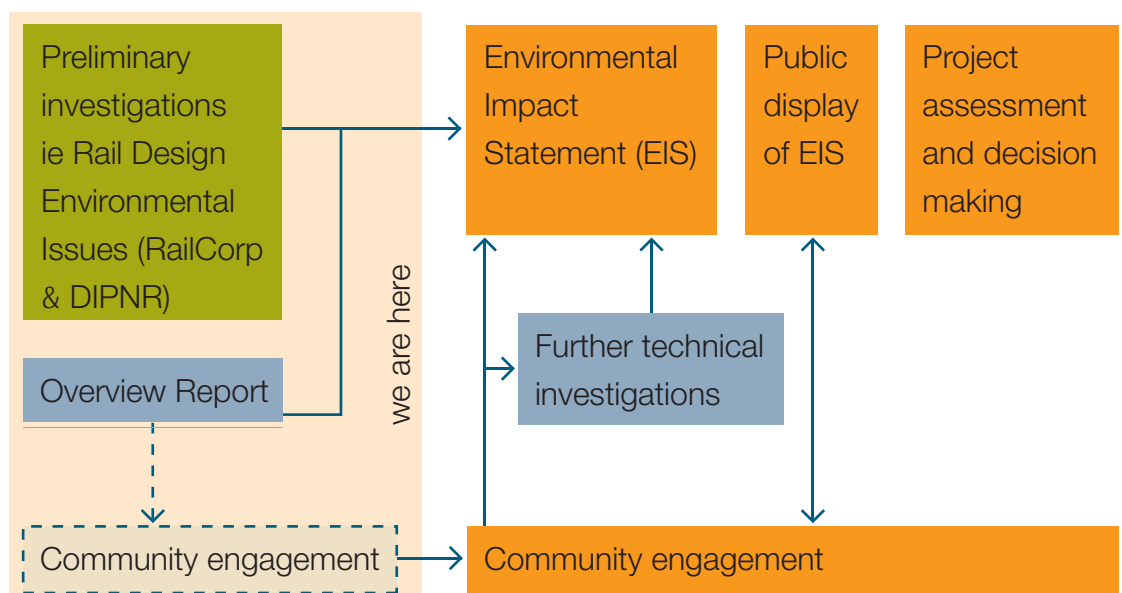
It is the Government's intention to exhibit an EIS in 2006. A summary of how the EIS process works and how the community can have valuable input into the process is shown below.

The EIS would be prepared by a team of experts. Before the EIS is started, the Director General of the Department of Infrastructure, Planning and Natural Resources (DIPNR) would set down in writing all the matters required to be covered in the EIS.

## Community engagement

Further community engagement would form an important part of the planning and EIS process. By registering your interest in this project now, you will be kept up-to-date on the project.

## Stages in the environmental assessment process





## How does the EIS process work?

### 1 Getting started

- Government decides to prepare EIS for a preferred project
- Director General's requirements are sought

### 2 Preparing the EIS

- Community engagement
- Consultants engaged
- Investigation of impacts including noise, land ownership, heritage, flora, fauna, traffic and visual
- Identification of mitigation measures
- Evaluation of options

### 3 Public exhibition of EIS

Submissions received by individuals, groups and government agencies

Consideration of submissions by Proponent

### 4 Decision by Proponent

To proceed with proposal or to make changes to the project (if required to minimise environmental impacts)

### 5 Reporting on activity

Assessment by DIPNR and recommendation on whether project should be given planning approval.

### 6 Report to Minister for Infrastructure & Planning

Minister considers whether to approve project

### 7 Determination on whether to proceed

For further information on the EIS process, go to [www.dipnr.nsw.gov.au](http://www.dipnr.nsw.gov.au).





## The role of government agencies

A number of government agencies will be involved with progressing the South West Rail Link. The major ones are:

**Department of Infrastructure, Planning and Natural Resources (DIPNR)** – drives, coordinates and streamlines land-use and transport planning, infrastructure development and natural resource management in New South Wales.

**RailCorp** - owns and maintains the metropolitan rail network. It is responsible for the safe operation, crewing and maintenance of passenger trains and stations.

**Transport Infrastructure Development Corporation (TIDC)** - is a State Owned Corporation, which has been established to develop major transport infrastructure projects for the NSW Government. TIDC will act as the Proponent for the project.



**Growth Centres Commission** - will coordinate the orderly rollout of land release and infrastructure. Its key tasks are to develop land use and infrastructure plans, to manage funding and infrastructure delivery, recommend to Government the orderly sequencing of land release, to co-ordinate the provision of infrastructure, and to manage speculation and achieve co-ordination between small land holders.





# Have your say

The views of the community are important. Please let us know if you would like to:

- comment on this report;
- tell us your concerns about this project;
- be kept informed about the project and the EIS;
- be part of further community consultation.



**If you would like to be kept up-to-date about the project, please tick this box and fill in your details:**

Yes, please keep me up to date

Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

The closing date for submissions is the end of July 2005

### For more information

You can view additional information at Liverpool, Campbelltown and Camden Council Offices, DIPNR's Parramatta Office at Level 4 Macquarie Tower 10 Valentine Avenue Parramatta or visit our website at [www.dipnr.nsw.gov.au/swrl](http://www.dipnr.nsw.gov.au/swrl)

Send an email to: [swrl@dipnr.nsw.gov.au](mailto:swrl@dipnr.nsw.gov.au) Telephone 1800 679 009 or Mail to:

The Project Manager

South West Rail Link Overview Report

Department of Infrastructure, Planning and Natural Resources

GPO Box 3927

Sydney NSW 2001

