



South West Rail Link

Overview





Contents

Introduction	2
Why SWRL?	2
About the SWRL	3
The planning approval process	6
Constructing the SWRL	7
What to expect when the project is completed	7
Sustainability	9
Community involvement	9
More information	10



Introduction

The South West Rail Link (SWRL) is a new 11 kilometre twin track rail line, connecting Glenfield to Leppington via Edmondson Park.

The project is an initiative of the NSW Government to respond to issues of reliability and passenger growth on the metropolitan rail network and population growth in south-west Sydney.

The project is being delivered by Transport Infrastructure Development Corporation (TIDC) on behalf of the NSW Government.

The SWRL includes:

- > a new 11 kilometre rail line from Glenfield to Leppington
- > two new stations at Leppington and Edmondson Park, including interchanges and commuter car parking

- > a new train stabling facility at Rossmore
- > an upgrade of Glenfield Station, including easy access lift facilities and rail/bus interchange
- > construction of flyovers to the north and south of Glenfield Station
- > a new 700-space multi-storey commuter car park at Glenfield and an extension of the commuter car park at Seddon Park, Glenfield.

Construction of the project began in August 2009 at Glenfield and the new rail line is expected to commence operation in 2016.

This overview provides a summary of the SWRL, including project design, construction, environmental management and community involvement.



Why SWRL?

The SWRL has been designed to meet the current and future transport needs of Sydney's south-west.

It is estimated that over the next 30 years 110,000 new homes will be built in Sydney's South West Growth Centre. Together, these developments will house approximately 300,000 people.

Key to the sustainable development of the south-west region is the provision of an efficient public transport system with frequent and reliable links to major centres such as the Sydney CBD, Parramatta and Liverpool.

The SWRL will ensure that transport infrastructure is in place to meet the needs of an increasing population in Sydney's south-west. The project would support population growth in the region by allowing additional services to operate on the East Hills and Main South Lines.

The SWRL will:

- > provide essential infrastructure for future population increases in Sydney's South West Growth Centre
- > provide modern, safe and accessible station and interchange facilities for commuters
- > allow increased and more reliable train services
- > provide additional commuter car parking spaces.

Strategic context

The SWRL is featured in a number of state and regional planning documents for the sustainable development of Sydney, including:

- > The NSW State Plan (NSW Government, 2006 and 2010)
- > The Metropolitan Strategy, City of Cities — A Plan for Sydney's Future (NSW Department of Planning, 2005)
- > The Draft South West Subregional Strategy (NSW Government, 2007)
- > The Metropolitan Transport Plan – Connecting the City of Cities (NSW Government, 2010).

About the SWRL

Key features of the SWRL

Glenfield Transport Interchange

Upgrade of Glenfield Station and bus/rail interchange

These works commenced in August 2009 and include:

- > a new platform, pedestrian footbridge and easy access lifts at Glenfield Station
- > extension of the Seddon Park commuter car park at Glenfield providing an additional 112 car spaces (completed in October 2009)
- > the construction of a multi-storey car park at Glenfield with 700 commuter car spaces
- > upgrade of the bus/rail interchange in Railway Parade.

Northern flyover

A flyover will be constructed to the north of Glenfield Station to eliminate an existing constraint in the rail network by separating

the East Hills and Airport Line from the Main South Line at the junction north of the station. Work on the northern flyover, as well as preparation works within the existing rail corridor for a flyover to the south of Glenfield Station, commenced in 2010.

Substation

A substation will be constructed south of Bunbury Curran Creek, south of Glenfield Station.

Glenfield to Leppington rail line

Construction of a new 11 kilometre twin track rail line

The new line will connect Glenfield to Leppington via Edmondson Park. Trains are expected to commence operation on the new rail line in 2016.

New stations at Edmondson Park and Leppington

The stations have been designed to integrate with surrounding future town centre developments and will include transport interchange and commuter car parking facilities.



Station concourses will be located at street level and will include stairs, lifts and staff and ticketing facilities. Edmondson Park Station will be a single island platform while Leppington Station, which will emerge as a major rail station and interchange in line with future development, will consist of two island platforms.

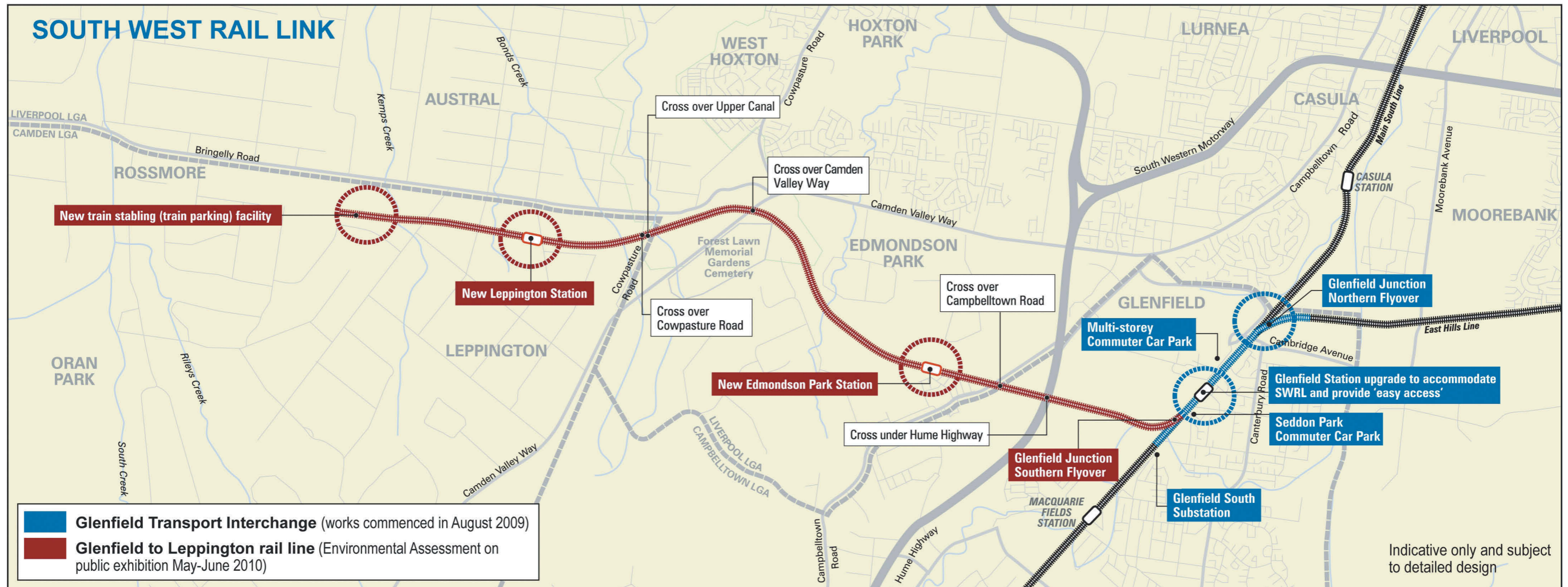
A train stabling facility at Rossmore

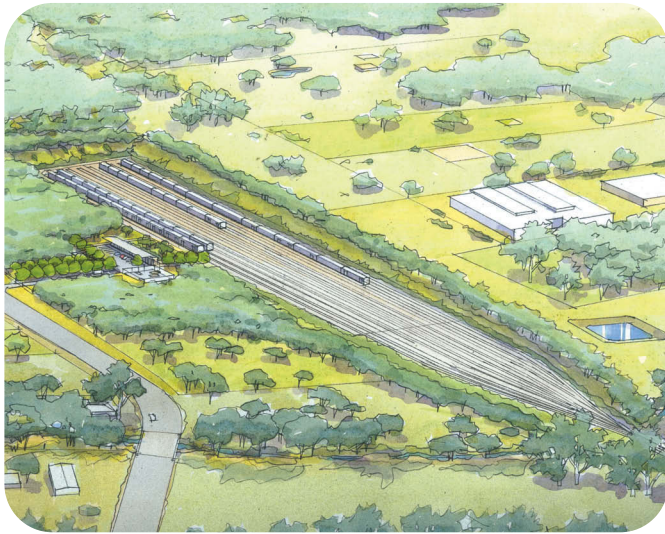
A train stabling (train parking) facility will be constructed in Rossmore, at the end of the new rail line. The facility would provide for stabling of 12 eight-car trains on opening, with potential for expansion to 20 eight-car sets in the future.

Other infrastructure and services in the facility would include access roads, cleaning/light maintenance facilities, amenities, administration offices, staff car parking and landscaping. The facility would be flood lit and fenced for security.



Glenfield multi-storey car park under construction





Artist's impression of the proposed train stabling facility at Rossmore*



Artist's impression of the proposed Edmondson Park Station*

Southern flyover

The flyover to the south of Glenfield Station will cross over the existing Main South Line tracks and the relocated track of the Southern Sydney Freight Line. The flyover will connect the new rail line to the existing CityRail network and separate passenger services from freight services on the Southern Sydney Freight Line, improving reliability on both lines.

Road and rail bridges

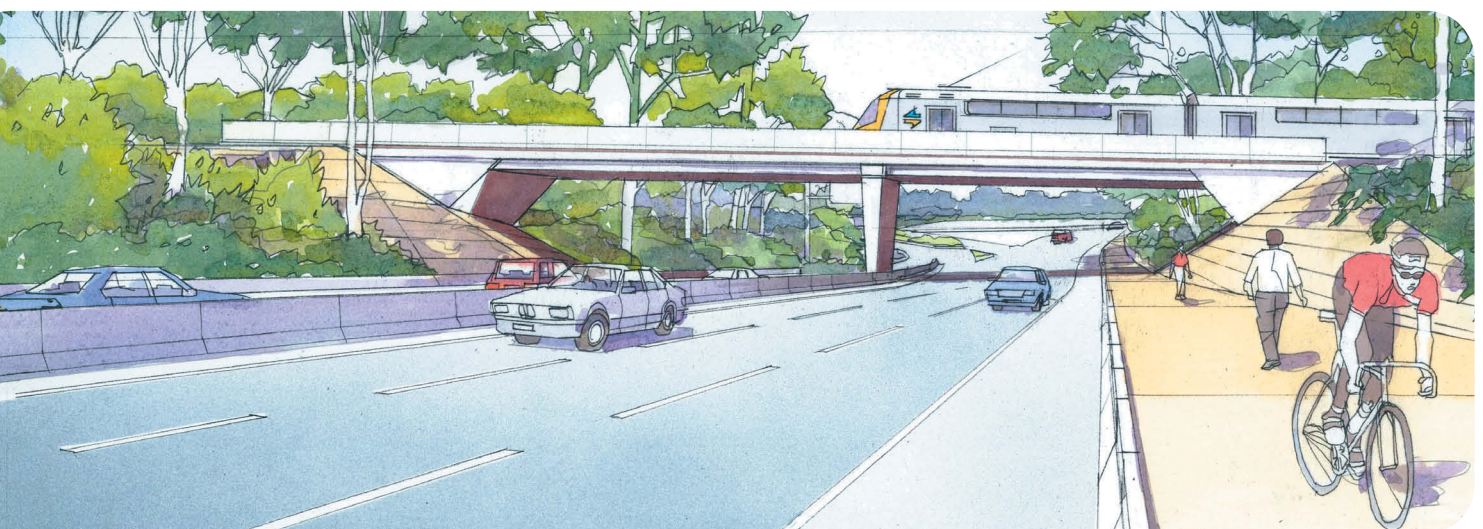
To accommodate the new rail line, the SWRL project requires the construction of five overbridges (to carry the road over the rail line), seven underbridges (to carry the rail line over the road) and one underpass (to allow the rail line to pass under the road). These road/rail crossings include:

- > Macquarie Links Drive overbridge
- > Hume Highway underpass

- > Ingleburn Gardens overbridge
- > Campbelltown Road underbridge
- > Camden Valley Way underbridge
- > Combined underbridge structure crossing over the Sydney Water Supply Upper Canal and Cowpasture Road
- > Rickard Road overbridge
- > Dickson Road overbridge
- > Eastwood Road overbridge.

Ancillary facilities

Power supply, substations, sectioning huts, signalling structures, access roads and other infrastructure will also be constructed for the operation and maintenance of the new rail line.



Artist's impression of the proposed Camden Valley Way underbridge*



The planning approval process

Key steps in the planning approval process for the SWRL are shown in Figure 1 (right).

Approval of the Concept Plan Environmental Assessment for SWRL was granted by the NSW Minister for Planning under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 29 August 2007. This concept approval confirmed the alignment of the rail corridor and set requirements for TIDC to undertake further environmental impact assessments, with more details on the proposal, to obtain project approval.

TIDC prepared a Review of Environmental Factors for the Glenfield Transport Interchange component of SWRL, and it was approved on 23 April 2009 under Part 5 of the EP&A Act. This approval allowed work to commence on this component of the project.

TIDC then prepared an Environmental Assessment for the SWRL Glenfield to Leppington rail line in accordance with the requirements of Part 3A of the EP&A Act. This document has been placed on public exhibition for review and comment in May/June 2010.

These documents identify and assess the potential impacts and benefits associated with construction and operation of the SWRL and include:

- > background information on the project, including the need for the project, its strategic context and the alternatives considered
- > an assessment of the potential key environmental and social impacts and benefits of the project
- > recommended measures to minimise and manage potential project impacts.

Key project impacts addressed in these documents include:

- > noise and vibration during construction and operation
- > urban design
- > hydrology and water quality
- > changes to traffic and transport during construction and operation
- > Indigenous and non-Indigenous heritage
- > flora and fauna
- > air quality.

All reports submitted to the NSW Department of Planning for SWRL can be found at www.planning.nsw.gov.au.

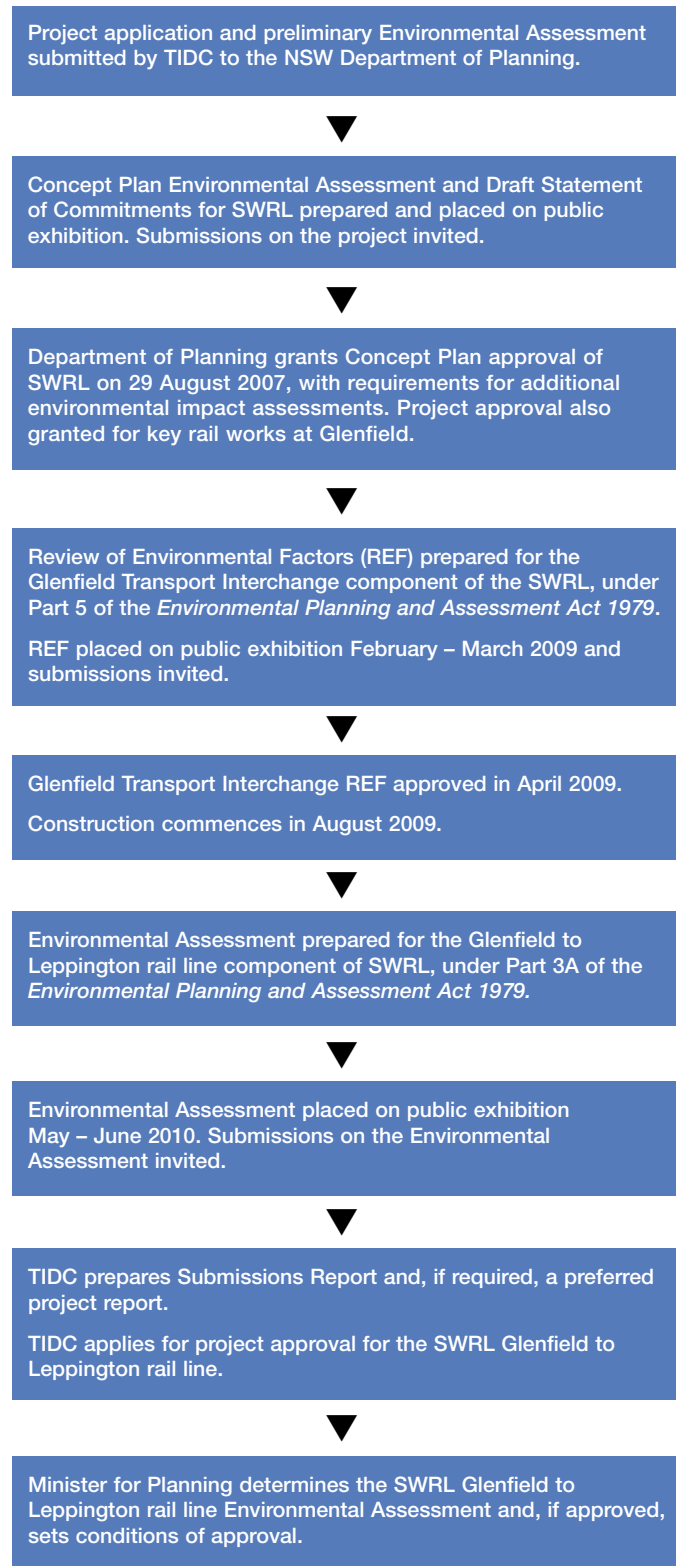


Figure 1: The planning approval process for the SWRL



Constructing the SWRL

Following approval of the Glenfield Transport Interchange in April 2009, construction of the SWRL began at Glenfield in August 2009. The Glenfield Transport Interchange is expected to be complete in 2013–2014. Work on all components of the SWRL is expected to be completed by 2015, in time for the commencement of services in 2016.

Managing construction impacts

TIDC is committed to minimising potential impacts of the SWRL on the environment and community.

To manage potential impacts, a Construction Environmental Management Plan (CEMP) is prepared for each component of the SWRL. The CEMP outlines measures to manage potential construction impacts on:

- > traffic and transport
- > noise and vibration
- > water and soil
- > vegetation
- > Indigenous and non-Indigenous heritage
- > air quality

- > visual appearance, including worksite landscaping and rehabilitation
- > occupational health and safety
- > spoil and waste.

TIDC appoints independent Environmental Management Representatives to regularly monitor construction worksites to ensure compliance with the CEMP and other relevant environmental protection guidelines.

Construction hours

Standard working hours are 7am to 6pm Monday to Friday, and 8am to 1pm on Saturday.

Work in or adjacent to the existing rail corridor may need to occur during scheduled rail line closedowns, when overhead power is switched off and trains are not running. During these rail line closedowns, works may occur 24 hours a day to ensure all necessary work can be completed during the closedown period.

There may be other occasions when work needs to occur outside of standard working hours. Local residents and businesses will be advised in advance of any such works.



What to expect when the project is completed

The different components of the SWRL will be opened progressively.

The extension of the Seddon Park commuter car park was opened in October 2009 and the Glenfield multi-storey commuter car park will be open in 2010. The Glenfield Station upgrade will be completed in 2013–14, and train services are expected to commence on the new rail line between Glenfield and Leppington in 2016.

Once fully operational, it is anticipated the SWRL will provide passengers with at least four trains per hour throughout the day, and potentially up to twelve trains per hour in peak periods.

Modern, safe and accessible stations

The new Edmondson Park and Leppington stations will be designed to integrate with surrounding future town centre developments. Both stations will have lifts to allow easy access

to trains for all commuters. Commuter car parking, taxi ranks, kiss-and-ride zones and bus ranks will be located on streets directly adjacent to the new Edmondson Park and Leppington stations; and bicycle parking racks will be located at the station entrances, providing further transport options.

At Glenfield, the station upgrade works include bus/rail interchange facilities that will allow passengers to change easily between local bus and train services. The Glenfield multi-storey commuter car park and extended Seddon Park commuter car park will allow commuters to conveniently park their car and catch the train.

The SWRL will make accessing public transport easier for commuters in south-west Sydney. TIDC is working with a number of government agencies involved in the planning for the South West Growth Centre to ensure the new Edmondson Park and Leppington stations and surrounding town centres are easily accessible for all residents.



Managing noise and vibration

TIDC has undertaken noise and vibration modelling to predict the potential impacts of the SWRL project, in accordance with relevant guidelines from the Department of Environment, Climate Change and Water (DECCW). These guidelines ensure that potential impacts associated with rail developments are assessed in a consistent and transparent manner.

Assessing noise for an environmental impact assessment process involves undertaking noise measurements at relevant sites, establishing potential noise emissions associated with the project, noise modelling to determine potential noise impacts and, if necessary, recommending mitigation measures to reduce the potential noise impacts.

TIDC will implement a number of measures to manage noise and vibration levels along the rail line. These measures may potentially include:

- > source control measures to manage noise and vibration at the track, for example continuously welded tracks
- > appropriate land use planning controls, currently being investigated with the NSW Department of Planning and Landcom
- > earth mounds where feasible and appropriate
- > noise barriers where trigger levels are exceeded after the implementation of other management measures.

Noise management measures will be finalised as part of the ongoing detailed design of the project. TIDC will consult with the community on the proposed noise management measures and provide an opportunity for feedback.

Urban design and landscaping

SWRL structures, such as new stations and road/rail bridges, have been designed so that they integrate with their surrounding environment as much as possible.

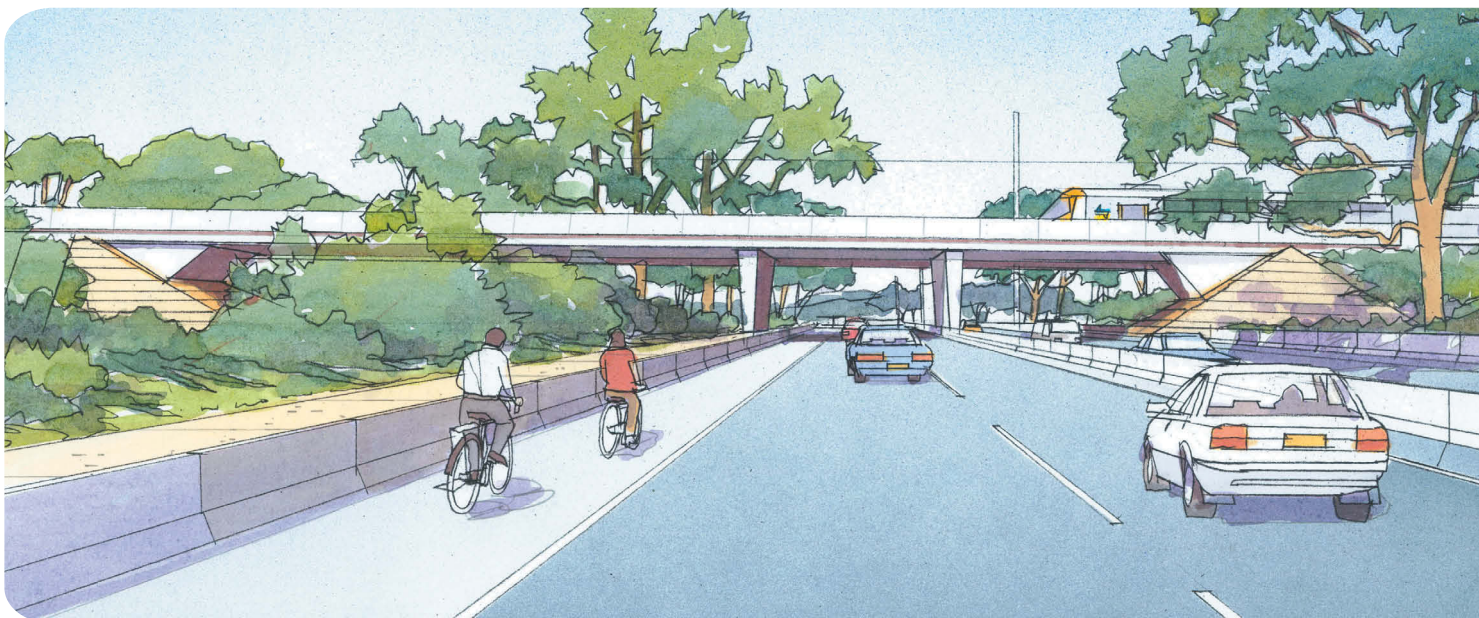
Project structures will be simple, with high quality finishes, uninterrupted sightlines and links with surrounding streetscapes. The potential for public art along the alignment will be investigated in consultation with local communities and councils.

Landscaping measures will also be incorporated along the new line to integrate the project with its surrounding environment. The species and density of plantings used will be selected to protect and enhance the existing flora and fauna.

Landscaping may include:

- > planting on proposed streets surrounding Edmondson Park and Leppington stations
- > installation of low maintenance and suitably designed street furniture within and around Edmondson Park and Leppington stations
- > new paving along pathways and concourses at Edmondson Park and Leppington stations
- > landscape plantings at the flyovers and key rail bridges
- > planting on either side of the railway corridor, within rail safety requirements.

Design of the project has been an ongoing process, with refinements made based on new knowledge of the project area gained since approval of the concept plan in 2007 and feedback from the community and other stakeholders. This process of detailed design development will continue throughout the project to ensure the best outcome for the community.



Artist's impression of the proposed Cowpasture Road underbridge*

Sustainability

The SWRL will be a catalyst for the ongoing sustainable development of south-west Sydney.

Core sustainability principles have been developed for design and construction of the project, covering themes such as energy, greenhouse emissions, water, community and stakeholder involvement, biodiversity, recycling, waste minimisation and resources.

Key sustainability initiatives include water harvesting, energy efficient design, and use of renewable energy in construction and operation. Combined with ongoing assessment against the sustainability principles, there is scope for future design refinements to enhance the sustainability of the project.

TIDC will work closely with the local community throughout the project to identify further sustainability initiatives.

The project sustainability initiatives will also ensure high design standards in terms of promoting healthy living, access and connectivity, community safety, and economic vitality.

The SWRL will encourage the sustainability of new communities in south-west Sydney by providing opportunities to reduce greenhouse gas emissions and air pollution from private vehicle use, and also enhance the economic viability of the new Leppington and Edmondson Park town centres by making them more accessible.

Community involvement

TIDC is committed to establishing genuine relationships with the communities in which we operate. This commitment is driven by the belief that meaningful communication with the community is a crucial element in the successful delivery of our projects.

TIDC has implemented a number of measures to ensure community and other stakeholders are involved throughout all stages of the SWRL project.

Community and other stakeholders (including government agencies, local councils and transport providers) have been involved in the SWRL planning and approvals process through calls for submissions, community information sessions, project briefings, project newsletters and design workshops.

There are a number of ways that TIDC will communicate with the community throughout the delivery of the SWRL. These include:

- > the SWRL Community Information Office at **80 Railway Parade, Glenfield**. The office is open every Monday and at other times by appointment by calling the Project Infoline
- > Project Infoline **1800 684 490**
- > 24-hour Construction Response Line **1800 775 465**
- > email mail@tidc.nsw.gov.au
- > website www.tidc.nsw.gov.au
- > community information sessions
- > project updates delivered to residents and businesses adjacent to the project area and to subscribers to the project mailing list (subscribe on the TIDC website).



Local residents inspect plans at the Community Information Office

> More information

For more information about the SWRL or to provide feedback on the project you can call the Project Infoline on **1800 684 490**, email mail@tidc.nsw.gov.au, or visit www.tidc.nsw.gov.au.

You can also visit the SWRL Community Information Office at 80 Railway Parade, Glenfield. The office is open every Monday and by appointment at other times by calling the Project Infoline.

For urgent enquiries relating to construction activities, please contact the 24-hour **Construction Response Line** on **1800 775 465**.



Artist's impression of proposed Leppington Station*



Transport Infrastructure
Development Corporation



Head Office Address:
Level 5, Tower A
The Zenith Centre
821-823 Pacific Highway
Chatswood NSW Australia 2067

Postal Address:
Locked Bag 6501
St Leonards NSW Australia 2065

Phone: +61 2 9200 0200
Fax: +61 2 9200 9290
Email: mail@tidc.nsw.gov.au
Website: www.tidc.nsw.gov.au

Business Hours:
8.30am – 5.30pm
Monday – Friday