



The Hon Barry O'Farrell MP

Premier of NSW

Minister for Western Sydney

MEDIA RELEASE

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BIGGER THAN THE BRIDGE: NORTH WEST RAIL LINK EIS RELEASED FOR PUBLIC COMMENT

The North West Rail Link will use more steel than the Sydney Harbour Bridge, NSW Premier and Minister for Western Sydney Barry O'Farrell and Minister for Transport Gladys Berejiklian revealed today as the first of two Environmental Impact Statements (EIS) was released for public comment.

The first EIS examines major construction work including tunnelling, underground station excavation and major above ground construction, including the Skytrain. The EIS outlines the impacts of construction on the local community and, more importantly, how they will be managed.

"The release of this EIS is further evidence the NSW Government is getting on with the job of delivering the North West Rail Link," Mr O'Farrell said.

"This is the most important transport project in the country, and we are proceeding full steam ahead with its delivery."

Ms Berejiklian said the North West Rail Link is not only the biggest transport infrastructure project in Sydney since the Harbour Bridge, it's bigger than the bridge.

"More steel will go into the North West Rail Link than was used to build the Sydney Harbour Bridge almost a century ago. Almost 70,000 tonnes of steel will be used on the North West Rail Link – that's about 20,000 tonnes more steel than was used in the construction of our famous bridge," she said

"The economic benefits of the North West Rail Link are immense – the new line will support more than 16,200 jobs during construction and inject about \$25 billion into the NSW economy.

"This project is just as important to the families and businesses of the North West as the construction of the Harbour Bridge was to the people of the North Shore in the 1920s and 1930s."

Ms Berejiklian made the announcement at the North West Rail Link Community Information Centre at Castle Hill, together with local MPs Dominic Perrottet (Castle Hill), David Elliott (Baulkham Hills), Bart Bassett (Londonderry) and Matt Kean (Hornsby).

Ms Berejiklian said 17 construction sites are planned to be set up along the North West Rail Link's alignment from Epping to Rouse Hill, highlighting the scale of the project.

"We're building tunnels almost six times longer than the Sydney Harbour Tunnel so we can deliver frequent, reliable and direct rail services to Sydney's North West – linking the region to Epping, Macquarie Park, Chatswood, North Sydney and Sydney's CBD."

As part of the first Environmental Impact Statement (EIS), the community has the chance to comment on tunnelling, underground railway station excavation as well as construction of the above ground Skytrain section between Bella Vista and Rouse Hill railway stations.

Ms Berejiklian said the community will be able to get more information about the rail link at eight public sessions across the North West in April and May as part of the Environmental Impact Statement exhibition.

"Community information sessions about the project will be held at Epping, Rouse Hill, Castle Hill, Cherrybrook and Baulkham Hills," she said.

"Sessions on specific topics including noise and vibration, construction traffic and construction methods will also be held at the North West Rail Link's Castle Hill Community Information Centre.

"The times and dates for these sessions can be found at the North West Rail Link website at www.northwestrail.com.au. There is no need to pre-book your attendance.

"Planning is well underway with major tunnelling work scheduled to start in 2014," Ms Berejiklian said.

The EIS can be viewed by going to www.northwestrail.com.au and following the links or at the community information centre.

Submissions can also be made electronically to the Department of Planning and Infrastructure by going to majorprojects.planning.nsw.gov.au and following the 'On Exhibition' links.

The Environmental Impact Statement is on display for 48 days until Monday 21 May, and public submissions are due by that date.

A second and separate EIS is currently being prepared for the design of railway stations and the areas around them, operational rail infrastructure and systems like signalling.

This second EIS will be released during the second half of this year.

ENDS

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