

Sydney Metro City & Southwest

Sydney Metro is Australia's largest public transport Project. It will transform Sydney, delivering more trains and faster services for customers across the network.

A new stand-alone railway network, Sydney Metro is the solution to clearing the city's public transport bottlenecks and will deliver a quality of rail service never before seen in Australia.

From Chatswood, Sydney Metro City & Southwest will extend metro rail between Chatswood and Bankstown, including a new crossing beneath Sydney Harbour, new railway stations in the lower North Shore and CBD, and the upgrade and conversion of the current line between Sydenham and Bankstown.

Blues Point Temporary Retrieval Site

The Project team has undertaken a series of geotechnical investigations beneath Sydney Harbour to look at the ground conditions for tunnelling.

Investigations along the preferred tunnel alignment identified a series of rock fractures and sediments, which combined with the high water pressure at tunnel level, require a specialised tunnel boring machine (TBM) for the harbour crossing component. Industry consultation was recently undertaken and the outcome of this engagement confirmed that a specialised TBM would be the best approach to tunnelling under the harbour.

The Chatswood to Sydenham section of the Project involves constructing 15.5km of twin tunnels from south of Chatswood to north of Sydenham Station at Marrickville.

To construct these tunnels it is anticipated that five TBMs will be required to be launched, and removed at the following locations:

- ▶ Two TBMs will be launched from the Marrickville dive site (southern) and removed at the Barangaroo Station site
- ▶ Two TBMs will be launched from the Chatswood dive site (northern) and removed at the temporary retrieval site at Blues Point as they cannot work under the harbour
- ▶ One specialised TBM designed specifically to tunnel under Sydney Harbour will be launched from the Barangaroo Station site and removed at the temporary retrieval site at Blues Point (tunnelling and removal of the specialised TBM from the Blues Point site will occur twice), see map.



■ Temporary retrieval site

Not to scale

What are the stages of construction?

Site establishment

Prior to main construction works starting, site establishment activities would be undertaken and likely include, utility relocation works, installation of site sheds, amenity blocks, site fencing and hoarding.

Excavation works

To extract the TBMs from the temporary retrieval site excavation works would be required within Blues Point Reserve to build a shaft. When they arrive the TBMs will be lifted out of the shaft. Excavation works would involve using large machinery to remove spoil from the site with the material extracted transported out via truck along Blues Point Road.

TBM removal

Following excavation the site would only be active when a TBM is being retrieved. Once a TBM arrives at the temporary retrieval site it will be dismantled and extracted. During retrieval of the TBM, the temporary site would need to expand to encompass current car parking on Blues Point Road adjacent to the reserve. Additional car parking spaces may be also required temporarily for short periods of time along Blues Point Road while the TBM components are being transported out via truck. It is anticipated that TBM removal activities would be undertaken over a number of days and completed as night works. To minimise potential impacts to the local road network, investigations are being undertaken into the possibility of removing the TBMs and spoil via barge using the wharf at the end of Blues Point Road. To use the existing wharf for TBM removal, an upgrade to the wharf facilities would be required.

Reinstatement

Once tunnelling has been completed the temporary retrieval site would be backfilled and the parkland reinstated in consultation with the Council.

Managing construction impacts

During construction the Project team would look to minimise the amount of time required at the temporary retrieval site and would ensure a section between the site and foreshore remains open for pedestrian access.

Heritage

The Project team recognises that Blues Point Reserve includes a number of heritage elements. Heritage experts are involved as part of early planning studies to assess heritage values and provide input on how to appropriately manage them throughout construction.

Next steps

The Sydney Metro City & Southwest team is currently undertaking technical and environmental studies along the Project corridor in preparation for public exhibition of an Environmental Impact Statement (EIS) for Chatswood to Sydenham in mid-2016. Early community feedback will inform technical and environmental studies in advance of the public exhibition of the EIS.

During public exhibition, local communities, businesses and stakeholders will be invited to have their say on any topic relating to the environmental assessment. As part of the exhibition period, the Project team will host a series of information sessions where there will be an opportunity to talk to experts from the Project team and give them feedback. There will also be opportunity to provide feedback or ask questions via email, phone or the Project website.

Place Managers

Sydney Metro City & Southwest has dedicated community relations specialists called Place Managers who can be contacted for information specific to your area.

Their role is to act as the single, direct contact between directly affected members of the community and the Project team. They can be contacted on the community information line **1800 171 386**, or via the Project email **sydneymetro@transport.nsw.gov.au**

Contact us

- ▶ Web: **sydneymetro.info**
- ▶ Phone: **1800 171 386**
- ▶ Email: **sydneymetro@transport.nsw.gov.au**