



Twin railway tunnels will be built under Sydney Harbour

Clyde barging facility - Review of Environmental Factors

Sydney Metro is Australia’s biggest public transport project. It will transform Sydney, delivering more trains and faster services for customers across the network.

Sydney Metro City & Southwest extends the new metro network from the end of Sydney Metro Northwest at Chatswood, under Sydney Harbour, through the CBD, and west to Bankstown - a total of 66 kilometres of metro rail.

John Holland CPB Contractors Ghella (JHCPBG) has been awarded the contract to build the twin railway tunnels from Chatswood to Sydenham and excavate six new Sydney Metro stations.

JHCPBG plans to use barges to move equipment and excavated material away from the Barangaroo and Blues Point sites. This would reduce truck numbers in and around the Sydney CBD.

To support this operation, JHCPBG is proposing to establish a barging facility next to the Parramatta River, near Clyde. The facility would be located within Viva Energy Australia’s Clyde Terminal on Durham Street (see map overleaf).

Crushed rock, plant and equipment would arrive at the facility by barge. The materials would be transferred to land by excavators and self propelled mobile trailers and then loaded onto trucks. Trucks would transport the materials to

various locations throughout Sydney and NSW using the arterial road network.

The Clyde barging facility would be established in early 2018 and operate until early 2020.

A Review of Environmental Factors (REF) has been prepared to assess the impacts of the proposal and identify how they would be managed. The REF will be on display from Friday 15 December 2017 to Monday 15 January 2018 and comments are invited during this period. Further details on how to have your say are provided on the back page of this fact sheet.

Frequently asked questions

What would the facility be used for?

The Clyde barging facility would receive barges carrying crushed rock excavated from the new Sydney Metro Barangaroo Station and underground structures including the twin railway tunnels under Sydney Harbour. Crushed rock excavated from Blues Point would also be barged to the facility. This material would be loaded onto trucks and trailers at the facility using excavators and transported off site.

Barges transferring plant and equipment, including tunnel boring machines (TBM) components, would also use the facility. Plant and equipment would be transferred to land using self propelled mobile trailers and either stored at the facility or transported off site via truck.

How long would the facility be used?

The facility is expected to be used for tunnelling and station excavation works for approximately two years.

Site establishment would start in early 2018 and the facility would operate from mid-2018 until early 2020.

How many barges would access the facility?

Approximately 660 barges are expected to access the facility during its two year operation. This would include:

- ▶ Two barges per day delivering crushed rock
- ▶ 10-15 barges during the life of the project transferring plant and equipment.

What size are the barges?

The barges would be up to 55 metres long and 18 metres wide. They can hold up to 2,000 tonnes.

How much material would be received at the facility?

Over the life of the project more than 760,000 tonnes of excavated material is expected to be received. The material would be transferred onto truck and trailers for reuse at approved residential and commercial developments.

How many trucks would access the facility?

Approximately 63 truck and trailers would be required per day to remove crushed rock off site. During peak periods there would be up to 125 trucks and trailers accessing the facility per day.

Truck access would be via a dedicated facility entrance at the end of Grand Avenue.

What route would the trucks use to leave the facility?

Trucks would use Grand Avenue and James Ruse Drive to access the arterial road network.

What works would be required to establish the facility?

The following works would be required to establish the facility:

- ▶ Installing concrete barriers, fencing and environmental controls
- ▶ Removing some Casuarinas along the access road and small stands of trees within the loading area

- ▶ Upgrading the access road involving earthworks, and upgrading drainage
- ▶ Minor earthworks to level the loading area
- ▶ Upgrading the existing wharf to cater for the barges. This includes piling and backfilling
- ▶ Installing a site office, amenities and a weighbridge at the facility entry on Grand Avenue.

Site establishment works would start in early 2018 and take about two months to complete.

Why do trees need to be removed to establish the facility?

Some trees along the access road would need to be removed to allow the road to be widened for use by trucks. Small stands of trees within the loading area would also be removed to facilitate operations.

What would be the work hours at the facility?

Works are expected to be undertaken during standard construction hours, which are Monday to Friday between 7am and 6pm and Saturday between 8am and 1pm.

There may be a need for works outside of these hours, particularly due to tides or to coordinate with other vessel movements.

Would there be any noise from the works at the facility?

During site establishment works some activities would be noisy, such as piling. Site establishment works would take about two months to complete and wherever possible would be limited to standard daytime hours.

Low levels of noise are expected during the operation of the facility. A noise assessment report has been prepared to assess the noise impacts of works at the facility and recommends appropriate mitigation measures.

The project team would make every effort to limit impacts on neighbouring properties where practicable.

What measures would be used to manage impacts on the environment?

JHCPBG is committed to making every effort to manage and mitigate the impact of construction on the environment. Measures include:

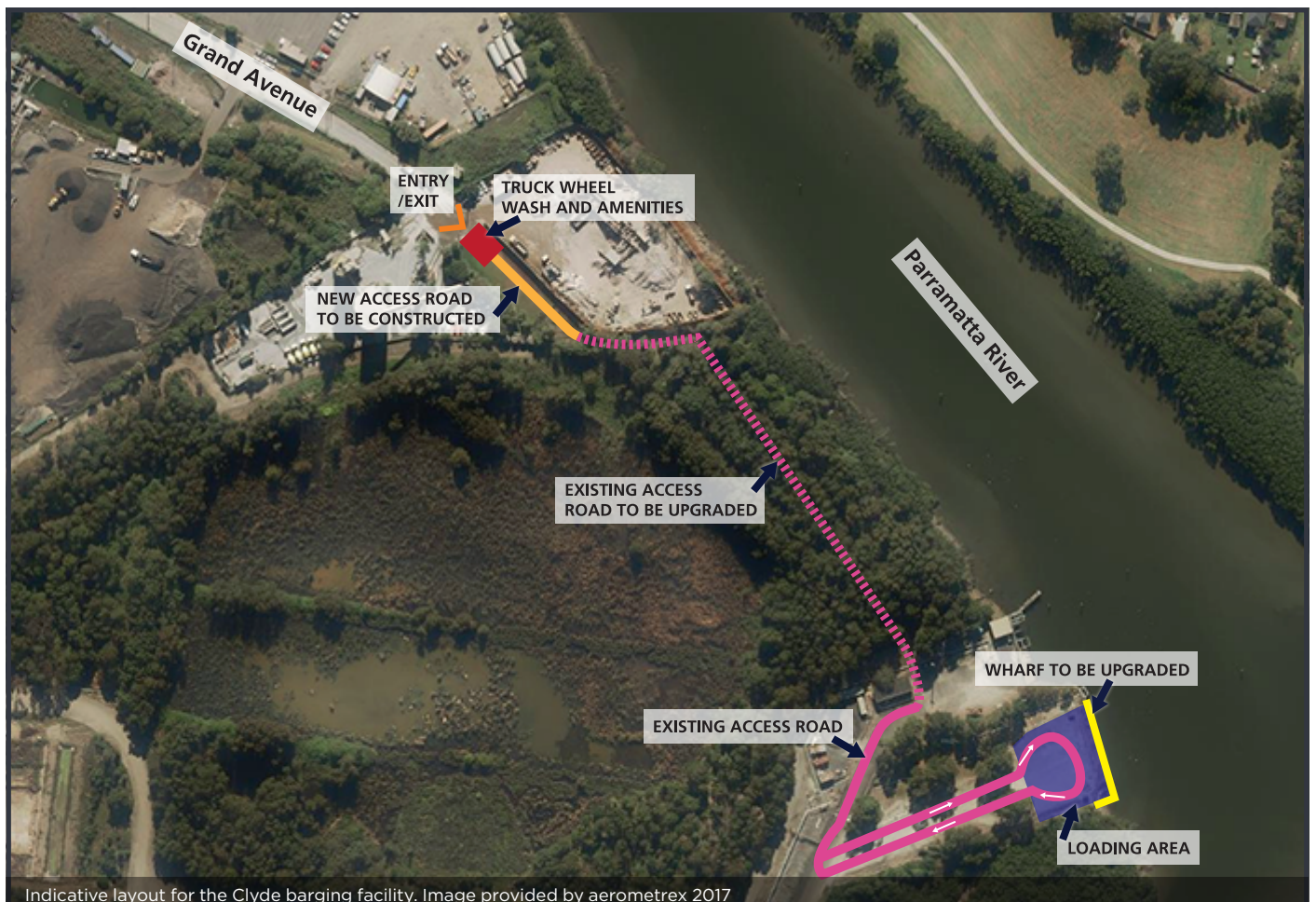
- ▶ Installing erosion and sediment controls and a fauna barrier fence along the length of the access road
- ▶ Sealing the access road to reduce dust
- ▶ Installing physical protection between the wharf and barge to prevent material entering the river
- ▶ Setting up fencing around protected vegetation.

Would the works have any impact on ferry operations?

We are working closely with Roads and Maritime Services (RMS) and Sydney Ferries to plan the works and to minimise the impact on ferry operations.

How many people would work at the facility?

Once the facility is established there would be about four people working from the facility.



Have your say

The Review of Environmental Factors (REF) for the Clyde barging facility is available to view online at sydneymetro.info or in person at **Ermington Branch Library, River Road, Ermington**.

Feedback on the REF will be accepted until **5pm, Monday 15 January 2018**. Comments can be sent to sydneymetro@transport.nsw.gov.au or **Sydney Metro, PO Box K659, Haymarket NSW 1240** and should be clearly marked '**Comments on Clyde Barging Facility REF**'.

Find out more

JHCPBG staff will be available to answer your questions about the proposal during the public display period and an information session will be held on Monday 8 January 2018.

Where: Ermington Branch Library, River Road, Ermington







When: 4-7pm on Monday 8 January 2018

You can also contact us on 1800 171 386 or sydneymetro@transport.nsw.gov.au



Contact us

For more information, enquiries or complaints please contact us at:

-  **1800 171 386** 24-hour community information line
-  sydneymetro@transport.nsw.gov.au
-  sydneymetro.info
-  www.facebook.com/SydneyMetro
-  **Sydney Metro** PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, call TIS National on **131 450** and ask them to call **1800 171 386**