



Integrated  
Management  
System

# Chatswood Dive site – Utilities Augmentation

## Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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<b>Prepared for:</b>	TSE contract
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

### Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):  
Sydney Metro Chatswood to Sydenham SSI-7400 as modified 18 October 2017.

Date of determination:  
EIS Approval date 09/01/17  
Modification 1 Approval date 18 October 2017

Type of planning approval:  
Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham component of Sydney Metro City & Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground metro platforms provided at Central Station.

Utilities such as water, sewer and telecommunications need to be supplied to each of the major construction sites. Generally, these utilities are located close to the sites (such as the adjacent footpath) and the supply is considered 'business as usual' for supply companies.

Utilities need to be adjusted, relocated and / or protected where there is a possibility they would otherwise be impacted by construction. The location of utilities has been determined from Dial Before You Dig plans, utility data, and local authority and council records. Further investigation and consultation with service asset owners would be carried out as the design develops to confirm exact locations, heights and depths of the utilities.

Where an existing utility conflicts with the proposed design, it may be necessary to:

- Provide physical protection for the utility where the utility is not directly affected but may be indirectly affected by vibration or accidental impact. Protection could include constructing a piled wall between the excavation and the utility, plating over the utility to minimise the impact of construction traffic, or marking out or fencing off the location of a utility to avoid it being accidentally damaged
- Modify construction methods to avoid impacting a nearby utility. For example, this could involve using only hand excavation and compaction tools such as hand digging tools, a vibration plate or pedestrian rollers where compacting within a specified distance of utilities
- Wrap and support the utility service to provide mechanical protection
- Divert the utility around the construction site.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- Chatswood to Sydenham Environmental Impact Statement and accompanying technical papers (May, 2016)
- Chatswood to Sydenham Submissions and Preferred Infrastructure Report (October, 2016)
- Conditions of Approval (dated 9 January 2017).
- Modified Conditions of Approval (dated 18 October 2017)

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS and PIR and the conditions of approval.

## Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

The Sydney Metro Chatswood to Sydenham Environmental Impacts Statement (EIS) detailed the utility supply and relocation routes as they were known at the time. Since the initial report, detailed design of the utility works has been undertaken which has in some cases altered the alignment and has also considered additional services which required relocation this is especially the case where site locations have changed. Utilities include:

- Low voltage (LV) and High voltage (HV) power
- Telecommunications

The following details the proposed site alignments for the above listed utilities, illustrated in Appendix A

Approximately 100 meters of trenching is required between the Chatswood Zone Substation and the site to provide Tunnel Boring Machine (TBM) HV power supply. The trench alignment runs between the existing substation on the western corner of Hampden Road and Mowbray Road, the trench crosses and runs along the east of Hampden Road and across Mowbray Road and extends along the inside of the site boundary in a newly created easement along the front of Mowbray House terminating at a new HV kiosk within the site.

Relocation of 5 HV feeders currently running through the excavation footprint is also required to facilitate the project. This scope is split into two stages;

- **Stage 1** includes new feeders which will run through the site, crossing Nelson Street into the existing HV kiosk at the corner of Frank Channon Walk and Nelson Street. 4 feeders will extend between the HV kiosk across Nelson Street Bridge and terminate into the existing network approximately 40m east of Nelson St Bridge. Another feeder is required between the Nelson Street HV Kiosk and the Pacific Highway, this will require trenching along the southern footpath of Nelson Street, a road crossing of Nelson Street and a short length of trench along the southbound carriageway of the Pacific Highway.
- **Stage 2** of the augmentation work is required to enable the demolition of Nelson Street bridge, this requires the feeders within Nelson Street bridge to be relocated along Mowbray Road (the closest crossing of the rail corridor), through the existing services channel in Mowbray Bridge and along Orchard Road. Termination of the service will occur at a new kiosk in a reserve area off Gilham St. Feeder install is also required between the new kiosk on Gilham St to Nelson St via a new trench in the northbound carriageway of Orchard Rd and a short section of trenching on Nelson St.

As with the HV relocation, an existing bank of telecommunications conduits cross the footprint of the dive excavation. This service requires relocation from the existing pit in Frank Channon Walk near Nelson Street, across Nelson Street, through the site, across Mowbray Road, a short distance along Hampden Road back into the existing network located in the eastern footpath of Hampden Road.

## Timeframe

When will the proposed change take place? For how long?

There will be no change to the project program as a result of this assessment.

Approved, standard working hours for the Project are as follows:

- 07.00 – 18.00 Monday to Friday
- 08.00 – 1.00 Saturdays
- No works Sundays or Public holidays

Out of hours works are required due to impacts on the road network and will be undertaken in accordance with the Project Planning Approval Conditions and Environmental Protection License 20971.

## Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The Chatswood dive site covers about 24,000 square metres adjacent to the T1 North Shore Line. The site was formally occupied by an Ausgrid depot and commercial and retail buildings. The heritage listed Mowbray House has been retained and will be protected within the site.

The site will be used to:

- Support surface metro track work and adjustment to the T1 North Shore Line between Chatswood Station and Brand Street, Artarmon, including track slewing and construction of the T1 North Shore Line 'down' (northbound) track bridge
- Excavate and construct the Chatswood dive structure and tunnel portal
- Launch and support two tunnel boring machines for the drive to the Blues Point temporary site
- Support the fit-out of the tunnel rail systems.

Access to and egress from the site would be right-in from Nelson Street; and left-in, right-out via Mowbray Road at a new set of traffic signals at the Mowbray Road / Hampden Road intersection.

The location and indicative layout of the Chatswood dive site, including vehicle access and egress, are illustrated in Appendix B

## Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

Chatswood dive site is generally all a hard stand area surrounded by Mowbray Road to the south, the T1 North Shore Line to the east, Nelson St residential area to the north and the Pacific Highway to the west.

Within Chatswood dive site is the locally listed heritage site Mowbray House.

Mowbray House, which is a typical Federation Arts and Crafts school building built in 1906. Mowbray House is Item 96 on the heritage schedule of the Willoughby Local Environmental Plan 2012, having historical, associative, aesthetic and rarity significance with moderate integrity. Mowbray House has been modified since the late 1950s for use as an administration office for the Sydney County Council and recently for Ausgrid. The building will be used for offices for the Sydney Metro project.

The area north east of Chatswood dive site, across the T1 line is residential with a locally listed property at 2 Orchard Street. The house sits at the corner of Orchard Street and Gillam Street, which had extended into the Chatswood Dive site before the opening of the Main North Line in 1890. The house is identified as 'Rosemount', built in 1884 within Mount Pleasant Estate, and is local heritage item 105 [House (including interiors)] on the Willoughby LEP 2012

## Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

The routes for the utility adjustments were not known at the time of writing the EIS and as was specified in Section 7.11.6 utility adjustments were identified as being required.

## Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

The environmental benefit as a result of this utility augmentation includes the provision of essential services to the construction worksite and continuation of existing services through relocation and protection works.

### Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

No a site specific CEMP will not be prepared for this scope, this scope would be managed as per the existing TSE CEMP.

### Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

This scope will not be adversely impacted as a result of climate change.



## Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	<p>There may be an impact to planted street trees as a result of this consistency assessment, namely works in the root zone or trimming required for machine clearance for trenching works associated with the utility trenches.</p> <p>Trees in close proximity to the trench alignments will be retained and protected where possible.</p>	<p>Tree trimming and removal would be undertaken in accordance with the Tree Report to be prepared under Condition E6.</p> <p>Implementation of the Construction Flora and Fauna Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002016)</p>	Y	Y	-Tree Report to be revised to include relevant trees for these works.
Water	No change from the EIS and Modification Assessment impact	Implementation of the Construction Soil Water and Groundwater Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002014)	Y	Y	
Air quality	No change from the EIS and Modification Assessment impact	Implementation of the Construction Air Quality Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002018)	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise vibration	The proposed work would have a noise and vibration impact that extends beyond that assessed in the EIS. A noise and vibration assessment has been carried out for these works (see Construction Noise and Vibration Impact Statement (CNVIS): Local Area & Utility Works – Chatswood Dive). Expected noise levels have been predicted and highest noise impacts are predicted to occur when rockbreakers and road saws are utilised in proximity to sensitive receivers. Noise mitigation and management measures have been prescribed in the CNVIS.	The potential noise and vibration impacts associated with the proposed work would be managed in accordance with existing the Project Planning Approval and conditions of the TSE EPL.  Noise mitigation and management measures identified in the CNVIS will be implemented.	Y	Y	
Aboriginal heritage	There are no Aboriginal Heritage items in proximity to the works.	In regards to archaeology – the unexpected finds protocol would apply.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Historic heritage	<p>The portion of works through Mowbray House curtilage area were not assessed in the EIS and therefore were not in the Archaeological Assessment Research Design (AARD). This has been mitigated by the attached AMBS Memo in Appendix B.</p> <p>Additionally Works within the curtilage on Mowbray House are deemed to be Construction unless otherwise determined by DP&amp;E that they are low impact works.</p> <p>The areas of trench outside of the Mowbray House property would be managed as per the Archaeological Method Statement (AMS).</p> <p>An additional heritage impact memo was produced for the siting of the kiosk substation adjacent to locally listed property 2 Orchard Rd. See Appendix C</p> <p>It is not envisaged that the trees within the curtilage on Mowbray House will be impacted. However they are assessed in the AARD as being removed.</p>	<p>Hold point for works within the curtilage of Mowbray House – the DP&amp;E low impact works determination must be received before works within the curtilage can commence.</p> <p>Implementation of the Unexpected Finds Protocol for the portion of works within Mowbray House and the TSE ER endorsed and OEH approved (15 Nov 2017) Chatswood Archaeological Method Statement for the remainder.</p> <p>No additional control measures were identified in regards to 2 Orchard Rd as the works are outside of the curtilage.</p> <p>Any trees removed within the curtilage of Mowbray House would still be required to be assessed in the Tree Report prepared in accordance with E6 as stated above under Flora and Fauna.</p>	Y	Y	
Community and stakeholder	<p>Works will be adjacent to residential receivers on Nelson St and Orchard Rd Chatswood.</p>	<p>Affected community and appropriate mitigation measures are identified in the CNVIS.</p> <p>Traffic, including pedestrians access, will be managed in accordance with the site-specific Construction Traffic Management Plans, see below.</p>	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	Majority of the works are within the road reserve and the roadway. Pedestrians will be provided with alternate access arrangements where necessary.	The proposed works would be managed in accordance with existing the Project Planning Approval conditions. Where permits/licences are required, these would be obtained prior to commencement of works, in accordance with the Construction Traffic Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002013).	Y	Y	
Waste	No change from the EIS and Modification Assessment impact	All waste generated will be classified and disposed of in accordance with the Construction Waste and Recycling Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002022).	Y	Y	
Social	No change from the EIS and Modification Assessment impact	As per COA and REMMs	Y	Y	
Economic	No change from the EIS and Modification Assessment impact	As per COA and REMMs	Y	Y	
Visual	No change from the EIS and Modification Assessment impact	The proposed works would be carried out in accordance with the Visual Amenity Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002020).	Y	Y	
Urban design	No change from the EIS and Modification Assessment impact	As per COA and REMMs	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Geotechnical	No change from the EIS and Modification Assessment impact	As per COA and REMMs	Y	Y	
Land use	No change from the EIS and Modification Assessment impact	As per COA and REMMs	Y	Y	
Climate Change	No change from the EIS and Modification Assessment impact	As per COA and REMMs	Y	Y	
Risk	There are no new additional risks associated with these changes.	NA	Y	Y	
Other	NA	NA	Y	Y	
Management and mitigation measures	There are no new mitigation measures required.	NA	Y	Y	

## Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change to the operational impacts described in the EIS and Modification Assessment impact.	Not applicable	Y	N/A	
Water	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Air quality	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Noise vibration	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Indigenous heritage	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Non-indigenous heritage	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	MA	
Community and stakeholder	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	MA	
Traffic	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Waste	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Social	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Economic	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Urban design	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Geotechnical	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Land use	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Climate Change	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Risk	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Other	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	
Management and mitigation measures	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable	Y	N/A	





## Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No new environmental risks are outstanding. All risks would be adequately addressed through the application of the mitigation measures in the above tables.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.



## Other Environmental Approvals

Identify all other approvals required for the project:


The contractors EPL must be applied to these works.

## Author certification

To be completed by person preparing checklist.


I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Nicole Williams	Signature:	
Title:	Environmental Planning Manager	Date:	29/11/2017
Company:	TfNSW		

## Environmental Representative Review

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Jo Robertson	Signature:	
Title:	Environmental Representative	Date:	30/11/17

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Craig Tucker	Date:	1/12/17
Title:	TSE IG Environmental Manager	Comments:	
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes  The proposed activity/works are consistent and no further assessment is required.
- No  The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.



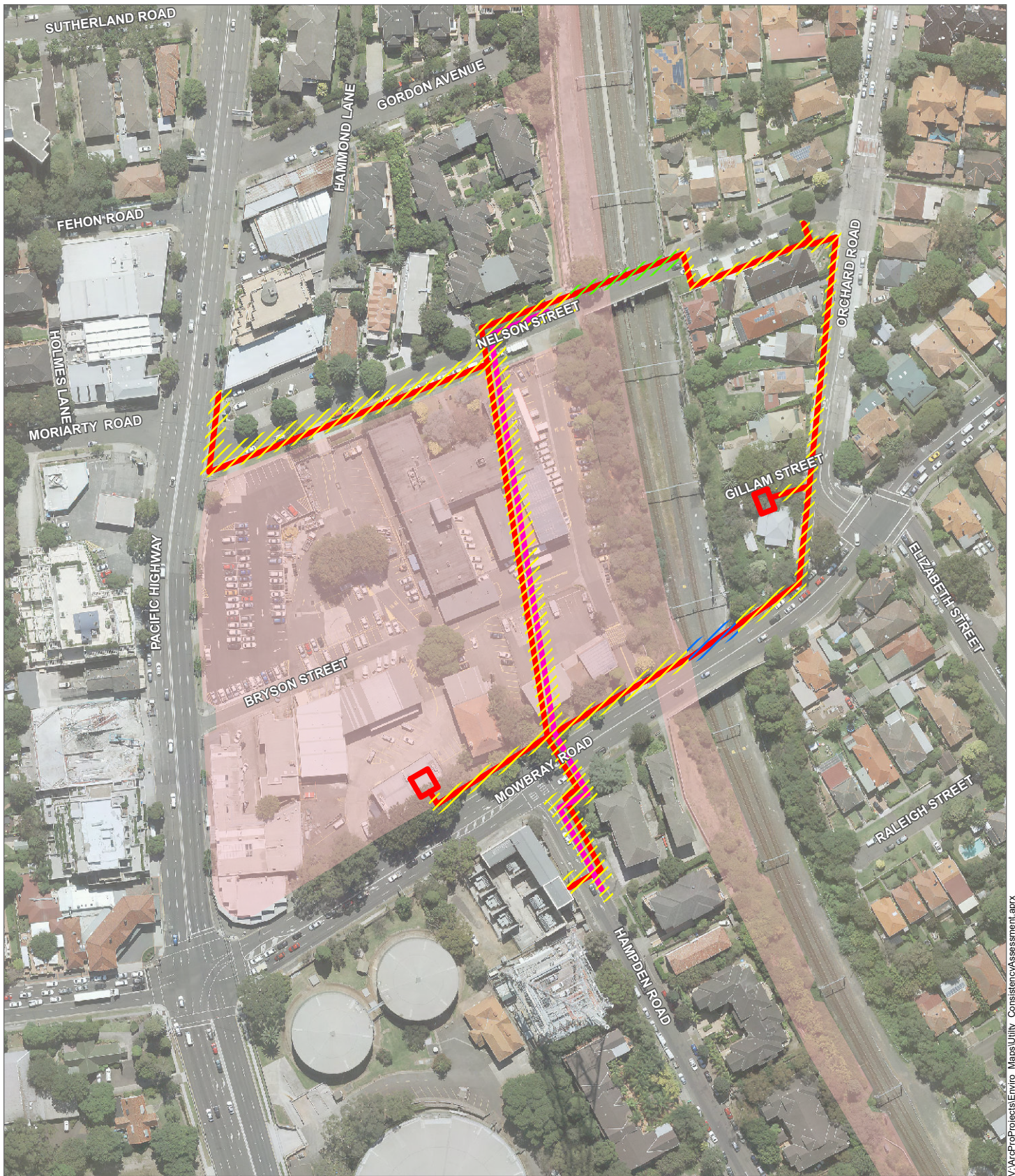
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Endorsed by			
Name:	Ben Armstrong	Date:	1.12.17
Title:	Senior Environmental Manager	Comments:	—
Signature:			

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## Appendix A – Augmented utilities alignments, Stage 1 and 2





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**Legend**

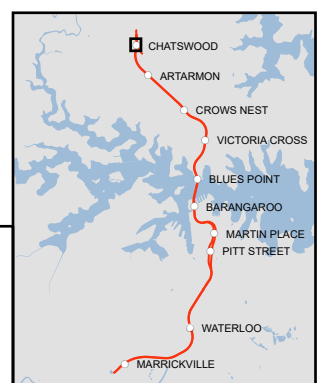


- Indicative Site Boundary
- Underbore
- Existing Conduit
- Communication Route
- Trenching
- HV/LV Power Supply Route Relocation

**SYDNEY METRO CITY & SOUTHWEST -TSE WORKS**  
**Utility Works- Consistency Assessment**  
 Chatswood Worksite



Sketch 1 of 14





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## **Appendix B – AMBS – Heritage Memo – Mowbray House**

# MEMO



**DATE:** 26 September 2017

**AMBS Ref:** 16314 M Chatswood Utilities

**TO:** Caitlin Richards, Approvals, Environment & Sustainability Manager, JHCPBG JV

**FROM:** Jennie Lindbergh, AMBS Director Historic Heritage

**SUBJECT:** Chatswood Dive Utilities work

The Sydney Metro City & Southwest Chatswood to Sydenham Metro was approved as a State Significant Development (SSD) on 7 January 2017. The Minister's Conditions of Approval (CoA) that are relevant to the protection of heritage is:

*E10 The Proponent must not destroy, modify or otherwise physically affect any Heritage item not identified in documents referred to in Condition A1.*

The Chatswood Dive site is bounded by Mowbray Road (south), Pacific Highway (west), Nelson Street (north) and the Main North Shore Line (east). The northern dive for the Sydney Metro City & Southeast is to be excavated in the south-eastern corner of the site. Within the footprint of the site is Mowbray House, which is a typical Federation Arts and Crafts school building built in 1906. Mowbray House is Item 96 on the heritage schedule of the Willoughby Local Environmental Plan 2012, having historical, associative, aesthetic and rarity significance with moderate integrity. Mowbray House has been modified since the late 1950s for use as an administration office for the Sydney County Council and recently for Ausgrid. The building will be used for offices for the Sydney Metro project.

In addition, the *Sydney Metro City & Southwest Chatswood to Sydenham, Historical Archaeological Assessment & Research Design*, Appendix H of the EIS prepared by Artefact Heritage (Artefact, 2016), for Arcadis / RPS / Jacobs has identified areas of archaeological sensitivity within the site. AMBS is currently preparing the *Archaeological Method Statement* for the Chatswood Dive study area and has confirmed the areas of archaeological sensitivity.

As part of the preliminary utilities establishment works, a telecommunications cable trench is to be excavated north-south across the site between Mowbray Road and Nelson Street. The dimensions of the trench will be approximately 760mm wide and 1200mm deep (Figure 1). As such it has the potential to impact any underlying archaeological remains that may be present within its footprint (Figure 2). The cable will travel along Nelson Street to cross the railway over bridge and connect with the small junction box near the intersection with Orchard Street.

The historic research undertaken by AMBS indicates that there is unlikely to be archaeological remains within the trench alignment. However, at the southern boundary, the site of the 1874 School of Arts / Council Chambers building is near to the trench alignment. As such, there is potential for archaeological remains associated with the School of Arts / Council Chambers to be encountered during trenching. Although the accuracy of the mapping and overlay in Figure 2 cannot be guaranteed, the 1943 aerial shows Mowbray House and the School of Arts / Council Chambers relative to the Dive, indicating that it is unlikely that significant relics would be exposed during trenching.

The appropriate heritage option is to implement the Unexpected Heritage Finds, to ensure that should relics be exposed associated with the School of Arts / Council Chambers they will be managed appropriately. Any archaeological relics that are exposed would have local significance, as identified in the AARD (2016:57) as well as in the AMS currently in preparation by AMBS.

There will not be a significant impact on archaeological relics and as such the work will be in accordance with the requirements of Condition E10.

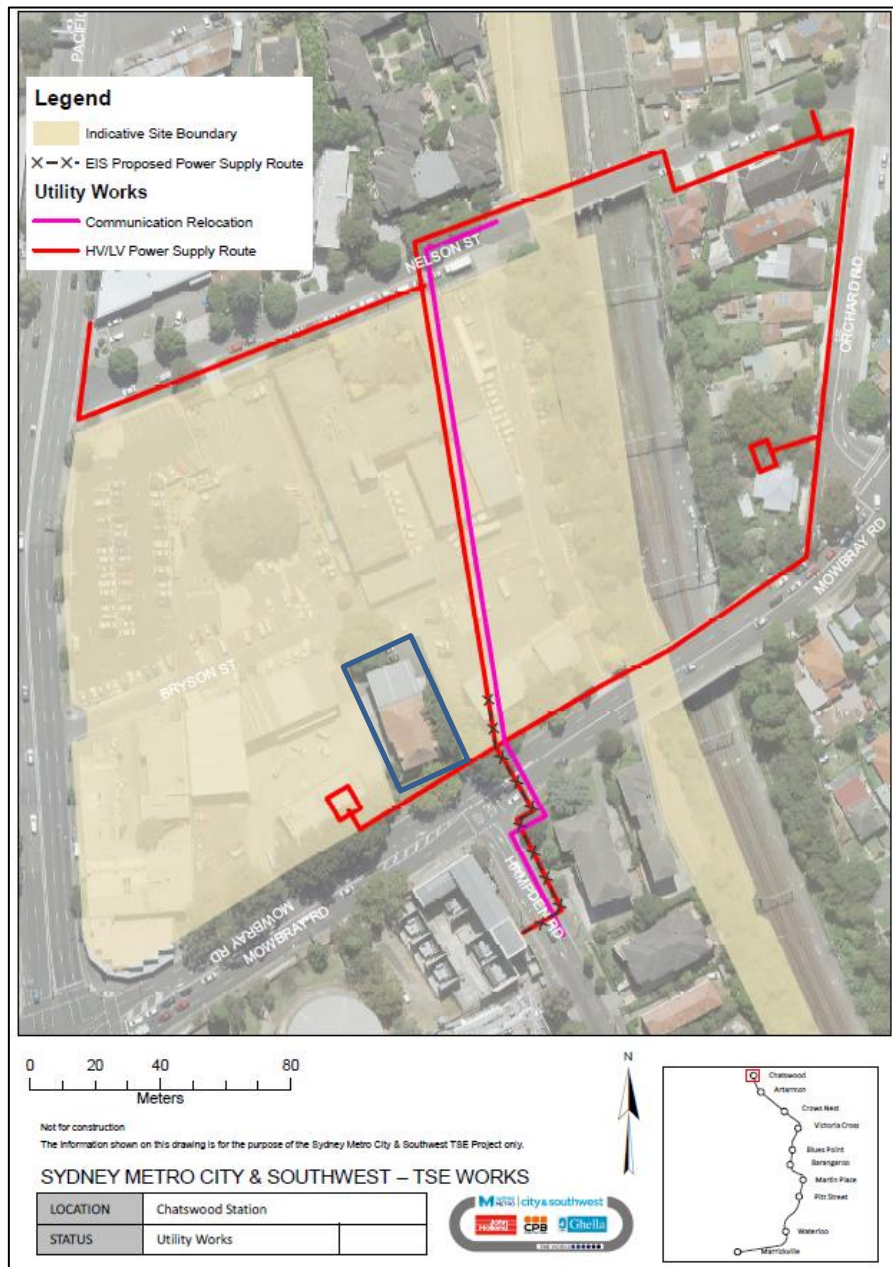
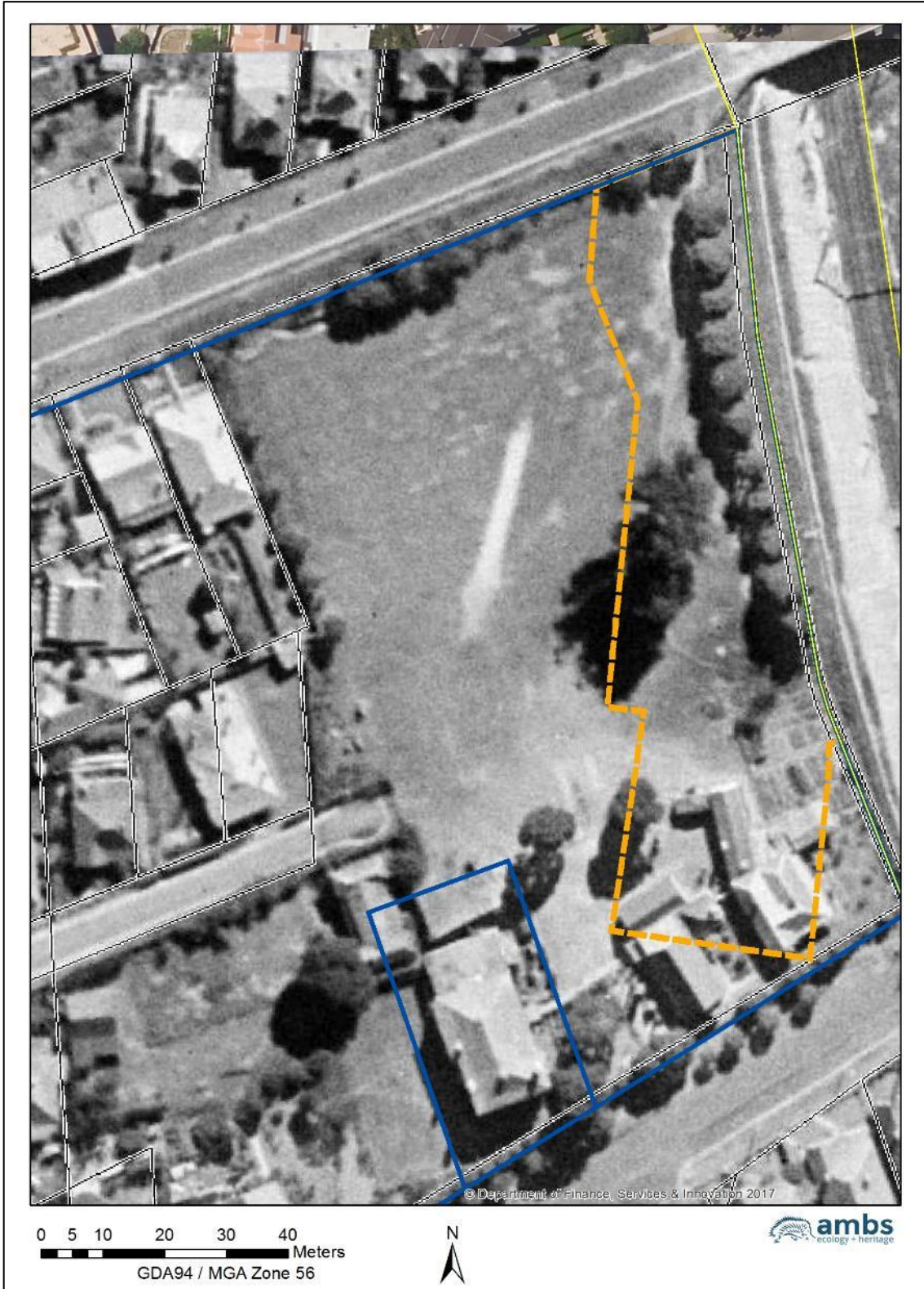


Figure 1 Chatswood dive site plan with the route of the communications and HV cable trench through the site. The Mowbray House curtilage is outlined in blue (JHCPBG).





Figure 2 1899 Sydney Water plan (left) and the 1917–1935 Sydney Water plan (right) overlain with the outline of the dive showing the locations of early buildings, in particular the 1874 School of Arts/ Council Chambers and Mowbray House. Note the absence of structures in the northern area.



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## **Appendix C – AMBS – Heritage Memo – 2 Orchard Road**

# MEMO



**DATE:** 17 November, 2017

**AMBS Ref:** 16314M 2 Orchard Rd

**TO:** Caitlin Richards, Approvals, Environment & Sustainability Manager, JHCPBG JV

**FROM:** Jennie Lindbergh, AMBS Director Historic Heritage

**SUBJECT:** New electrical kiosk substation ay 2 Orchard Road

The Sydney Metro City & Southwest Chatswood to Sydenham Metro was approved as a State Significant Development (SSD) on 7 January 2017. The Minister's Conditions of Approval (CoA) that are relevant to the protection of heritage is:

*E10 The Proponent must not destroy, modify or otherwise physically affect any Heritage item not identified in documents referred to in Condition A1.*

The Chatswood Dive site is bounded by Mowbray Road (south), Pacific Highway (west), Nelson Street (north) and the Main North Shore Line (east). The dive is aligned north side along the railway easement. Works associated with the establishment of the worksite include electricity works along Nelson Street, Orchard Road and Mowbray Road and include the installation of an electrical kiosk at 2 Orchard Road. The house sits at the corner of Orchard Street and Gillam Street, which had extended into the Chatswood Dive site before the opening of the Main North Line in 1890. The house is identified as 'Rosemount', built in 1884 within Mount Pleasant Estate, and is local heritage item 105 [House (including interiors)] on the Willoughby LEP 2012 for which the Statement of Significance is:

*This small vernacular cottage has local significance as one of the earliest houses in the Mowbray Road area, and makes an important aesthetic contribution to the streetscape.*

The heritage curtilage is shown in Figure 1 and is described as:

*Curtilage/Boundary is the Lot size - the heritage listing applies to the whole property and any element which contributes to the heritage significance of this item. This may also include floor plan layout, internal detailing and/or fittings and fixtures, external setting including pathways, existing hard surfaces, gardens, fencing, landscape features and trees.*

## **Proposed Works**

It is proposed to trench along the road reserve to connect with the electrical kiosk, located at the reserve land on Gillam Street at the front of the property at 2 Orchard Road, known as Rosemount (Figure 2).

The kiosk will be 2710mm long, 1475mm wide and between 1860mm and 1740mm high and will be located off Orchard Road within the reserve. The reserve is a small grassed area populated by a scatter of trees (Figure 3). The trees appear to be introduced species that may have been planted after WWII as indicated by a more regular pattern of planting in the 1943 aerial (Figure 4).



Trenching along Orchard Road will have a short term adverse effect on the local setting and amenity of Rosemount arising from increased traffic and noise associated with the work. However, as the road reserve will be returned to its previous condition, this will be a short-term effect and will have a negligible impact of the heritage significance of Rosemount and its setting. Archaeological potential is considered low and the unexpected finds protocol will be implemented.

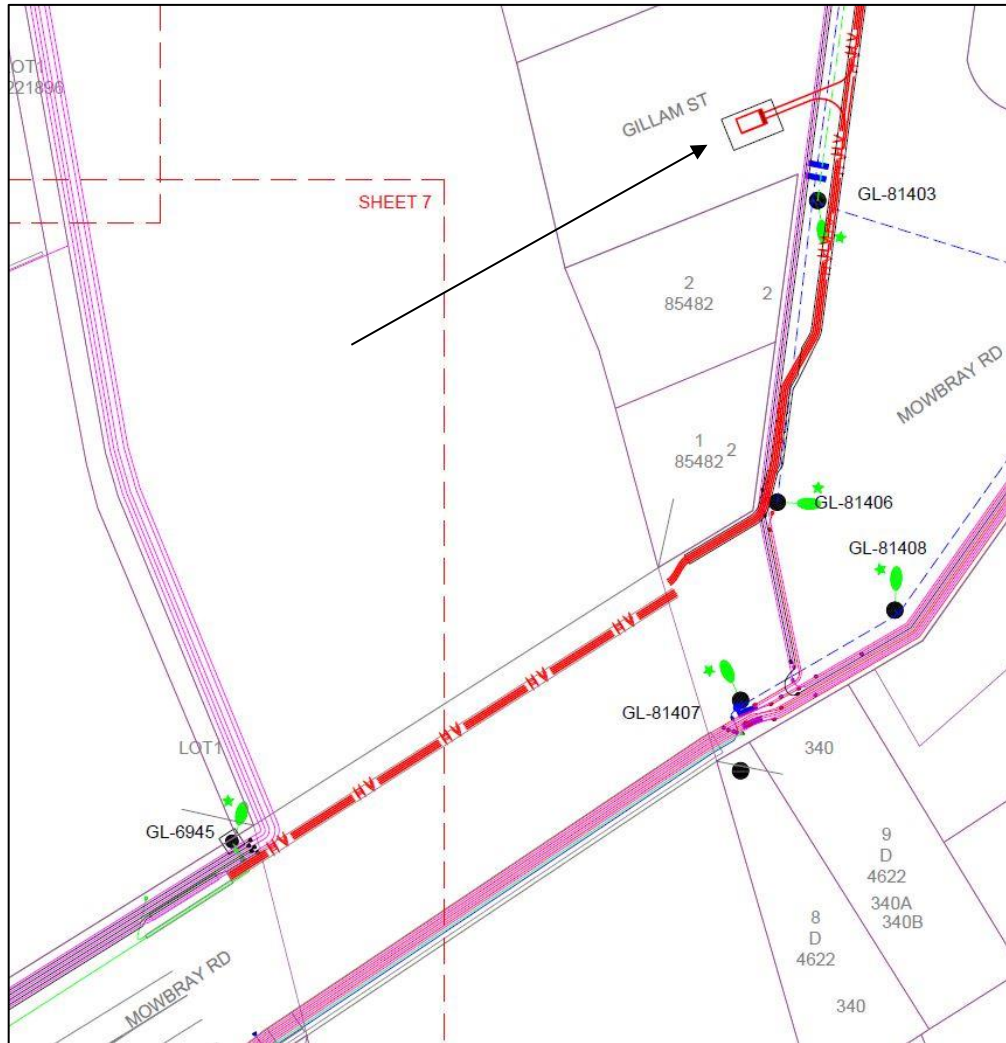
Installation of the kiosk within the reserve will also have a short-term adverse effect on the local amenity during the construction phase. The installation of the kiosk introduces a structure into an otherwise a park environment and as such will have an effect on the local amenity. However, the kiosk is outside the heritage curtilage of Rosemount, tree removal will be minimised and the kiosk will be a recessive green that will be more sympathetic to the local environment.

Some views to and from Rosemount may be obscured by the kiosk; however, the house will be screened from any minor adverse visual effects by existing screening plantings adjacent to its boundary.

There will not be any adverse impacts on the local heritage significance of Rosemount at 2 Orchard Road Chatswood arising from the required utility works including the installation of the kiosk. As such the work complies with the requirements of Minister's Condition of Approval E10.



**Figure 1 Aerial showing 2 Orchard Road and the area within which the trenching and kiosk will be located. Note that this is outside the lot boundary (<https://maps.six.nsw.gov.au/>).**



**Figure 2 Detail of plan showing the location of the kiosk (arrowed) and extent of trenching for electrical cables.**



Figure 3 2013 Google image of the reserve. The location of the kiosk is arrowed. The kiosk will be a dominant feature in the reserve but the house at 2 Orchard Road will be protected by screening trees.



Figure 4 1943 aerial of the 2 Orchard Road house with the reserve outlined.