



Planning Approval Consistency Assessment Form

SM ES-FT-414	
Sydney Metro Integrated Management System (IMS)	
Assessment Name:	Initial Closure of Frank Channon Walk at Chatswood (Nelson Street to Gordon Ave)
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
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Form information – do not alter

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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)

1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

- SSI15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham
- Mod 1 Victoria Cross Station, Artarmon Substation and minor administrative modification
- Mod 2 Central Walk modification
- Mod 3 Martin Place Station modification
- Mod 4 Sydenham Station and Sydney Metro Trains Facility South modification
- Mod 5 Blues Point acoustic shed (approved 2 November 2018)

Date of determination:

- SSI15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham: 9 January 2017
- Mod 1 Victoria Cross Station, Artarmon Substation and minor administrative modification: 18 October 2017
- Mod 2 Central Walk modification: 21 December 2017
- Mod 3 Martin Place modification: 22 March 2018
- Mod 4 Sydenham Station and Sydney Metro Trains Facility South modification: 13 December 2017
- Consistency Assessment, Additional closure of Frank Channon Walk at Chatswood: 5 March 2018

Type of planning approval: Part 5.1 Critical SSI

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, Sydenham, as well as new underground metro platforms provided at Central Station.

The Executive Summary (page viii) and Section 3.2 of the Environmental Impact Statement (EIS) report informed that short-term temporary (weekend) closures of Frank Channon Walk (FCW) located near the northern surface track works at Chatswood would be required during construction. During this period, pedestrians and cyclists would need to use either the Pacific Highway or Orchard Road to access Chatswood Station from areas to the south. This information, on temporary (weekend) closures of the Frank Channon Walk, was also confirmed in the introduction of section 6.13 and Section 6.13.1 of the PIR.

Section 7.8 of the EIS identifies the northern surface track works that are required to enable the provision of metro tracks and associated rail systems between the southern end of Chatswood Station and the Chatswood dive structure. The adjustment works to the T1 North Shore Line between Chatswood Station and Brand Street, Artarmon involve: vegetation clearing and excavation; structural works; construction of retaining walls; construction, relocating or increasing the height of noise barriers; slewing of tracks; adjustment of overhead wiring, signaling and other rail services; modification or augmentation to stormwater infrastructure; construction of a new maintenance access

stair and vehicle access point.

The EIS identified that the above work would require the closure of the Nelson Street bridge and the short-temporary closures (i.e. weekend closures) of Frank Channon Walk, a shared path linking Chatswood Station and Nelson Street, which is part of the rail corridor. Access for these works would be primarily through the existing access points at Albert Avenue, Ellis Street, Gordon Avenue and Nelson Street.

Section 7.11.7 of the EIS identified that the Nelson Street bridge would be permanently closed and demolished and that it was anticipated that some modifications would be needed to pedestrian and cyclist facilities to facilitate construction of the project. These modifications were outlined in Table 7-26 of the EIS and included the temporary closure of the FCW. This section also mentions that the construction contractor would review the indicative impacts / modifications to pedestrian and cyclist facilities during detailed design and preparation of construction traffic management plans.

Section 9.1 of the Preferred Infrastructure Report (PIR) identified changes to construction methodology from the EIS for the retaining wall required as part of the northern surface track works. This change, based on construction planning at the time, required a longer, staged closure (i.e. up to 9 months) of FCW between Albert Avenue and Nelson Street. Access to support this work would occur via Ellis Street, Gordon Avenue and/or Nelson Street. The proposed longer closure of Frank Channon Walk as described in the PIR would occur across two stages: Stage 1 from Albert Street to Chatswood Oval for a period of about 3 months and Stage 2 from Chatswood Oval to Nelson Street for a period of about 6 months. Diagrams showing these closures are provided in **Attachment A**.

Section 9.1.1 of the PIR indicated that a review of construction methodology indicated that there would be a need to construct the retaining wall from the FCW. Construction would include:

- Vegetation clearance
- Site establishment works, including, protecting and / or relocating utilities, establishing site hoardings, noise barriers and / or site fencing around the site perimeter, establishing work areas and establishing access and egress points.
- Construction of the retaining wall, including earthworks and piling
- Reinstatement of the FCW (including pavement) and installing permanent noise barriers.

The following potential impacts were assessed in the PIR as being a change in impact from the northern surface track works identified in the EIS:

Document	Description
<p>Construction traffic and transport</p>	<p>Section 9.1 of the PIR reviews the environmental assessment associated with the changes to methodology for the Northern Corridor Works:</p> <p><u>Construction vehicles and road network impacts</u></p> <p>The change in construction methodology may require vehicular access to the Frank Channon Walk from Ellis Street and/or Nelson Street as work progresses. However, this would be occasional and largely associated with site establishment. No further assessment is required.</p> <p>However, the construction access at Gordon Avenue would introduce construction traffic movements to a new location. Further assessment is provided in Section 9.1.4.</p> <p><u>Active transport (walking and cycling)</u></p> <p>The potential for disruption and alternative routes for pedestrians and cyclists is identified in the Environmental Impact Statement. However, the impacts would now be for a longer duration. Further, alternative routes identified in the Environmental Impact Statement to mitigate the removal of Nelson Street bridge would now be occasionally unavailable.</p> <p>Further assessment was provided in Section 9.1.4 of the PIR.</p>

Construction noise and vibration	<p>The construction site access at Gordon Avenue would introduce construction traffic noise impacts.</p> <p>Construction activities that were to be undertaken from within the rail corridor, such as piling, would now occur from the Frank Channon Walk, immediately adjacent to sensitive receivers.</p> <p>Further assessment was provided in Section 9.1.5 of the PIR.</p>
Landscape character and visual amenity	<p>The changes in construction methodology would result in construction areas being closer to sensitive receivers, as well as impacts on users of the Frank Channon Walk. The construction site access at Gordon Avenue would also result in the clearing of vegetation from the end of Gordon Avenue. This would result in a change to the landscape character and introduce additional visual impacts.</p> <p>Further assessment was provided in Section 9.1.6 of the PIR.</p>
Social impacts and community infrastructure	<p>The temporary, but staged, closure of the Frank Channon Walk would have impacts on pedestrians and cyclists that use this facility. The construction site access at Gordon Avenue would also require the temporary use of a small portion of land currently used as open space, and require the temporary diversion of the Frank Channon Walk.</p> <p>Further assessment was provided in Section 9.1.7 of the PIR.</p>
Biodiversity	<p>The changes in construction methodology would require clearing of vegetation from the end of Gordon Avenue. Vegetation to be cleared elsewhere along the Frank Channon Walk is assessed in the Environmental Impact Statement.</p> <p>Further assessment was provided in Section 9.1.8 of the PIR.</p>

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).

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

2.0 Description of proposed development/activity/works

The Tunnel and Stations Excavation (TSE) Contractor has been engaged to undertake the TSE Northern Corridor Works (civil and structural works) required to support the final alignment of the Sydney Trains Down Shore track, including a section of the dive structure, bridgeworks, retaining walls, noise barrier walls, earthworks, track formation (including capping layer), track drainage, extension of an existing pedestrian underpass, and associated local area works.

In order to facilitate the above works, the TSE Contractor is required to remove the existing noise wall foundations including piles between chainage 11+170 and chainage 11+460 to a level 1.0 metres below 'Design Finished Surface Level'.

The works that are the subject of this consistency assessment is the revised approach to the temporary closure of FCW, specifically the initial closure of FCW between Nelson Street and Gordon Avenue. This initial closure is to facilitate the commencement of the approved Northern Corridor scope of works in this area- including piling across the Nelson Street bridge which extends into the FCW at the southern-most end. The timing of the initial closure of FCW between Nelson Street and Gordon Avenue is to align with the timing of the permanent closure of the Nelson Street bridge. The initial FCW temporary closure is to facilitate the piling works in this area whilst ensuring safety to pedestrians, cyclists and local community. An approved Construction Traffic Management Plan (CTMP) is in place for this initial FCW closure as part of the Closure

of Nelson Street CTMP (and has been approved by RMS and SCO, and endorsed by the Environmental Representative).

The TSE Contractor has identified a change to the timing and duration of the closure of FCW to support the northern corridor works. The initial closure of FCW from Nelson Street to Gordon Avenue is located at the southern end of the Stage 2 FCW closure detailed in the PIR and would now be undertaken prior to the closure of the Stage 1 area between Chatswood Oval and Albert Avenue. This assessment covers only the revised initial closure of FCW between Nelson Street and Gordon Avenue. A separate assessment would be undertaken for the timing and duration of the temporary closure of the remainder of FCW between Gordon Avenue and Albert Avenue.

The scope of work required to be undertaken on FCW has not changed from that detailed in the EIS and PIR, with the only change being the revised timing and staging of the FCW closure.

3.0 Timeframe

The closure of the FCW between Nelson Street and Gordon Street that is the subject of this Consistency Assessment is proposed to be in place for approximately 13 months.

4.0 Site description

The proposed works would be located within and adjacent to the rail corridor, including along Frank Channon Walk, between Nelson Street to Gordon Avenue Chatswood. The works are located within the extent of the northern surface track works site illustrated on Figure 7-7 and 8.1 of the EIS and indicated in Figure 2.1 and 9.1 of the Submissions and Preferred Infrastructure Report (SPIR), October 2016.

The area of Frank Channon Walk is included in the TSE Site Access Area under the TSE Deed. The land is owned by Sydney Trains and is under Licence to Willoughby City Council for the purposes of a pathway-being Frank Channon Walk.

5.0 Site Environmental Characteristics

The proposed works would be undertaken within the northern surface track works site. Relevant environmental characteristics were previously identified in the EIS. The area is currently a hardstand shared path with existing noise walls, retaining walls and some planted vegetation. The pathway extends from Nelson Street to Albert Avenue.

6.0 Justification for the proposed works

The justification for the change in staging of these works is based upon detailed construction planning and to ensure that the Nelson Street bridge remained open for as long as possible for use prior to the permanent closure (scope of the permanent closure and removal of the Nelson Street bridge is not part of the TSE scope of works). The piling works at Nelson Street bridge and at the southern-most end of the FCW are required to be completed ahead of bridge demolition works scheduled for February 2019 (by others). The proposed initial closure of FCW between Nelson Street and Gordon Avenue, before the remainder of the length of FCW, is to align with the timing of the closure of Nelson Street bridge without affecting users of FCW to the north of Gordon Avenue until works in those areas are proposed. The changed staging still provides for pedestrian and cyclist diversions as detailed in the PIR (refer to **Attachment A** for details of the staging and diversions in the PIR and to **Attachment B** for the details of the currently proposed diversion).

The additional duration of the closure is required to manage safety risks to pedestrians and cyclists during the construction of the northern corridor works, as detailed construction planning has identified that the proposed scope would take longer to complete than identified in the PIR and in a manner that provides efficient access to the corridor works.

7.0 Environmental Benefit

No environmental benefit.

8.0 Control Measures

Will a project and site specific EMP be prepared? A project specific CEMP and SEP are in place for the works.

Are appropriate control measures already identified in an existing EMP? Yes, a CEMP has been prepared and approved.

9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? No

If yes, what adaptation/mitigation measures will be incorporated into the design? The works within the scope of this consistency assessment are not likely to be adversely affected by climate change impacts.

10.0 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	
Water	No change from approved project.	No additional measures required.	Y	Y	
Air quality	No change from approved project.	No additional measures required.	Y	Y	
Noise and vibration	No change from approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from approved project.	No additional measures required.	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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	<p>There is a change in the duration of impact to pedestrians and cyclists from the FCW closure between Nelson Street and Gordon Avenue. Diversions around the closures will be implemented in accordance with the Approved CTMP. The proposed diversion is included in Attachment B of this assessment and is consistent with that proposed in the PIR.</p> <p>Details on the construction works and the closure have been distributed to the community and ongoing notification will be undertaken throughout the works. A copy of the notification is provided in Attachment C for reference.</p>	No additional measures required.	Y	Y	
Traffic	<p>The staging of the closure of the FCW and the duration of the closure of FCW closure between Nelson Street and Gordon Avenue has the potential to impact pedestrians and cyclists. As such diversions around the closures will be implemented in accordance with the Approved CTMP. The proposed diversion is included in Attachment B of this assessment and is consistent with that proposed in the PIR.</p>	No additional measures required. All works will be undertaken in accordance with an Approved CTMP.	Y	Y	
Waste	No change from approved project.	No additional measures required.	Y	Y	
Social	No change from approved project.	No additional measures required.	Y	Y	
Economic	No change from approved project.	No additional measures required.	Y	Y	
Visual	No change from approved project	No additional measures required.	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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	No change from approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	
Land use	No change from approved project.	No additional measures required.	Y	Y	
Climate Change	No change from approved project.	No additional measures required.	Y	Y	
Risk	No change from approved project.	No additional measures required.	Y	Y	
Other	No change from approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	

11.0 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	
Water	No change from approved project.	No additional measures required.	Y	Y	
Air quality	No change from approved project.	No additional measures required.	Y	Y	
Noise and vibration	No change from approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from approved project.	No additional measures required.	Y	Y	
Traffic	No change from approved project.	No additional measures required.	Y	Y	
Waste	No change from approved project.	No additional measures required.	Y	Y	
Social	No change from approved project.	No additional measures required.	Y	Y	
Economic	No change from approved project.	No additional measures required.	Y	Y	

Unclassified

Sydney Metro – Integrated Management System (IMS)



(Uncontrolled when printed)

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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	No change from approved project.	No additional measures required.	Y	Y	
Urban design	No change from approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	
Land use	No change from approved project.	No additional measures required.	Y	Y	
Climate Change	No change from approved project.	No additional measures required.	Y	Y	
Risk	No change from approved project.	No additional measures required.	Y	Y	
Other	No change from approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	

12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved works for the northern surface track works. There is no change in the scope of work to be delivered, however the construction approach for, and timing and staging of the closure of Frank Channon Walk to support, this work has changed to minimise safety, access, infrastructure and program risks.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No. There is are no new environmental impacts as a result of the changed staging of the Frank Channon Walk closure.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13.0 Other Environmental Approvals

Identify all other approvals required for the project:

N/A



Author certification

To be completed by person preparing checklist.

<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <ul style="list-style-type: none"> 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:	Anne Andersen	Signature:	
Title:	Environment, Approvals, Sustainability and Interface Manager		
Company:	JHCPBG	Date:	01/11/2018

Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

<p>As an approved ER for the Sydney Metro City & Southwest project, I have reviewed this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.</p>			
Name:	Michael Woolley	Signature:	
Title:	Environmental Representative		
		Date:	1-11-18

This section is for Sydney Metro only.


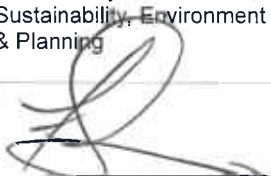
<p>Application supported and submitted by</p>			
Name:	Yvette Buchi	Date:	2/11/18
Title:	Planning Approvals Manager	Comments:	
Signature:			

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:	Fil Cerone	Date:	2/11/18
Title:	Director City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			

Attachment A: Staging Diagrams of FCW Closure in PIR

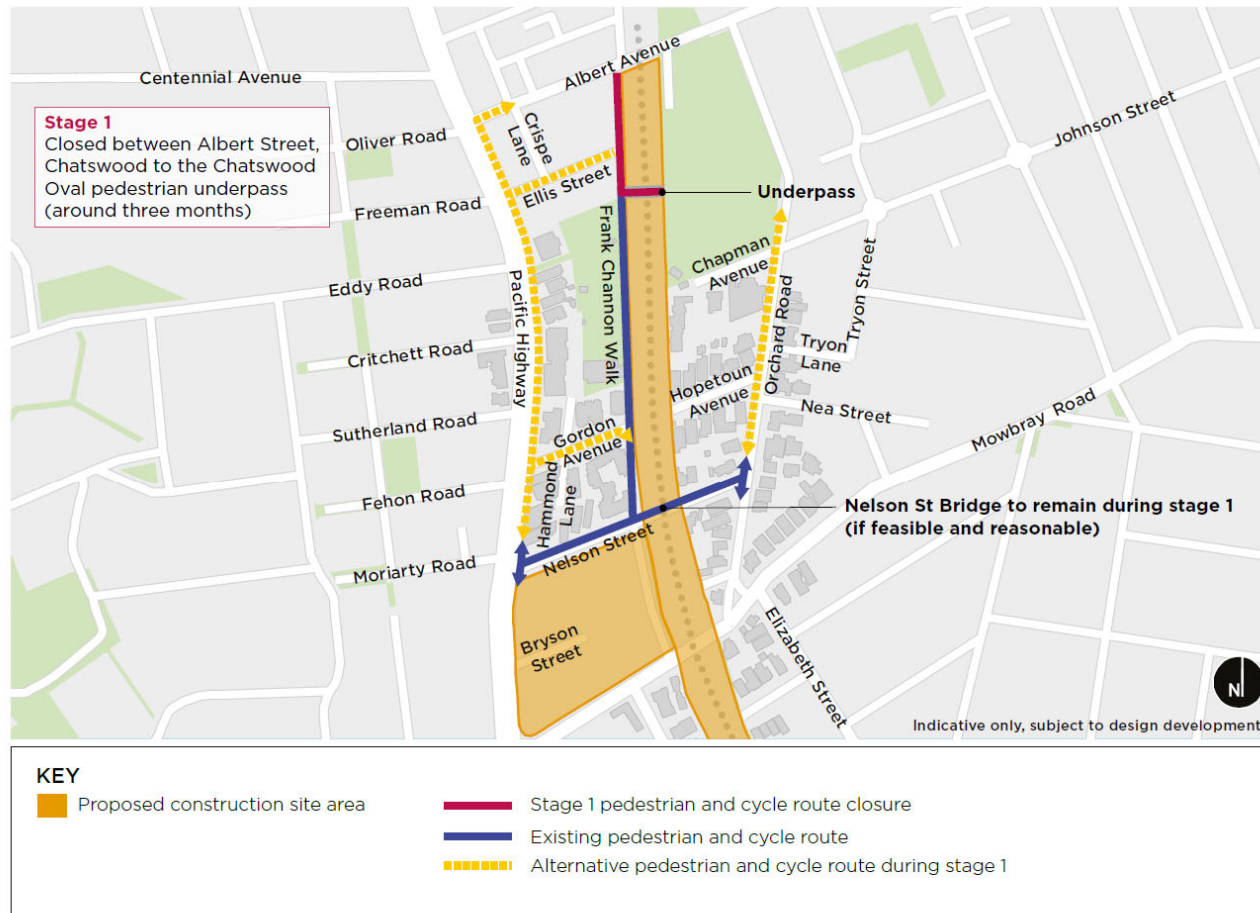


Figure 9-2 Staging strategy for the Frank Channon Walk – Stage 1

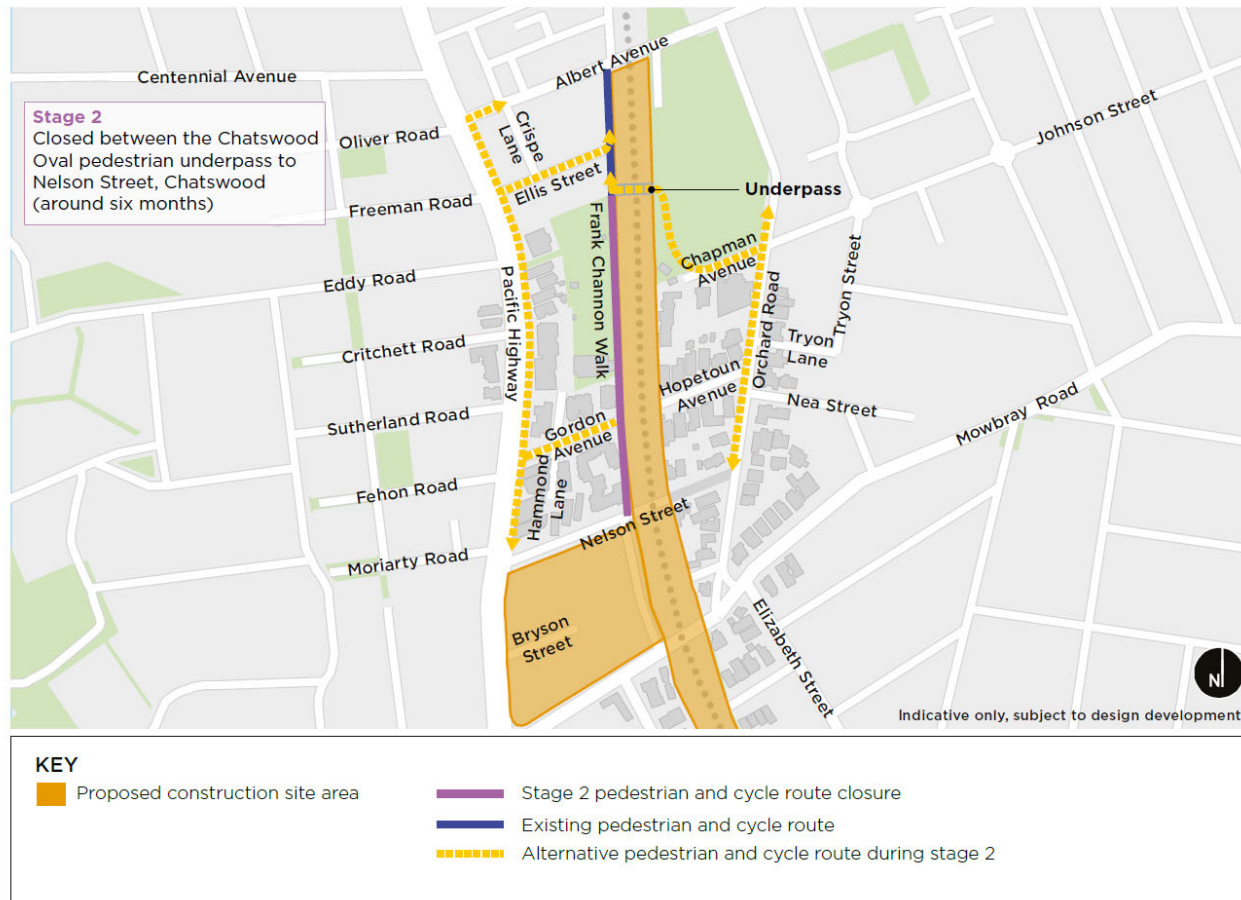


Figure 9-3 Staging strategy for the Frank Channon Walk – Stage 2

Attachment B Proposed Frank Channon Walk Closure and Diversions



Attachment C Community Notifications

Sydney Metro is Australia’s biggest public transport project.

Services start in 2019 in the city’s North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms under Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

John Holland CPB Ghella Joint Venture (JHCPBG) has been awarded the \$2.81 billion contract to build the twin railway tunnels from Chatswood to Sydenham and excavate six new Sydney Metro stations.

Upcoming work – Rail corridor widening

JHCPBG will widen the western side of the rail corridor between Ellis Street in Chatswood and Drake Street in Artarmon to make room for the metro and T1 North Shore Line tracks. Widening work will be ongoing until early 2020.

The following is an overview of work expected to be carried out during November 2018. See map overleaf.

Location	Work
Rail corridor between Brand Street and Mowbray Road (western side)	<ul style="list-style-type: none"> • Setting up the work area including installing fencing and amenities • Installing drainage near Brand Street including installing pipes, concreting and backfilling • Building pedestrian and vehicle access tracks by delivering and spreading material and compacting the material with vibratory rollers (nearby residents may feel some vibration during this work) • Removing any asbestos containing materials found in the work site. Safe NSW Code of Practice requirements for asbestos removal will be followed for the safety of workers and the community
Nelson Street	<ul style="list-style-type: none"> • Nelson Street bridge will be permanently closed to traffic, pedestrians and cyclists from 8am on Saturday 3 November 2018 • Setting up a storage area and site access to the west of the bridge • Installing concrete support piles on the western side of the bridge involving a piling rig boring vertical holes, lifting steel cages into the holes using a crane, pouring concrete and removing excess concrete from the top section of the piles (once they have set) using a concrete saw and jackhammer
Frank Channon Walk	<ul style="list-style-type: none"> • Frank Channon Walk will be closed between Albert Avenue and Nelson Street from Saturday 3 November 2018 until late 2019 • Setting up the work area including installing fencing and amenities • Removing the brick wall and garden bed on the eastern side of the path between Nelson Street and the bowling club using an excavator and trucks • Relocating an underground sewer pipe between Ellis Street and the bowling club. This will involve trenching with a small excavator, installing pipes and backfilling and reinstating the trench
Gordon Avenue and Ellis Street	<ul style="list-style-type: none"> • Setting up storage areas and site access points at the end of the street • Removing some parking to make room for these areas

Standard working hours

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

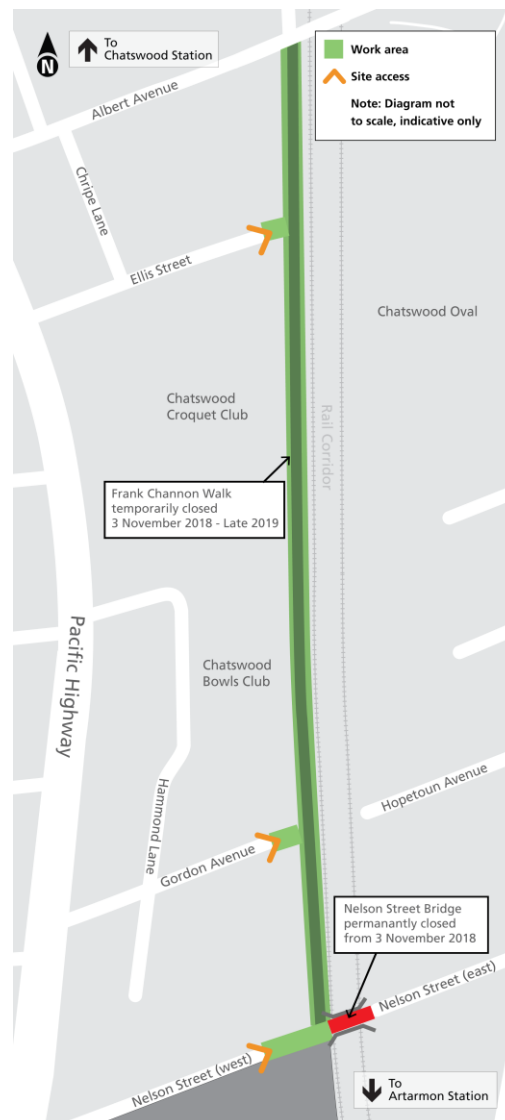
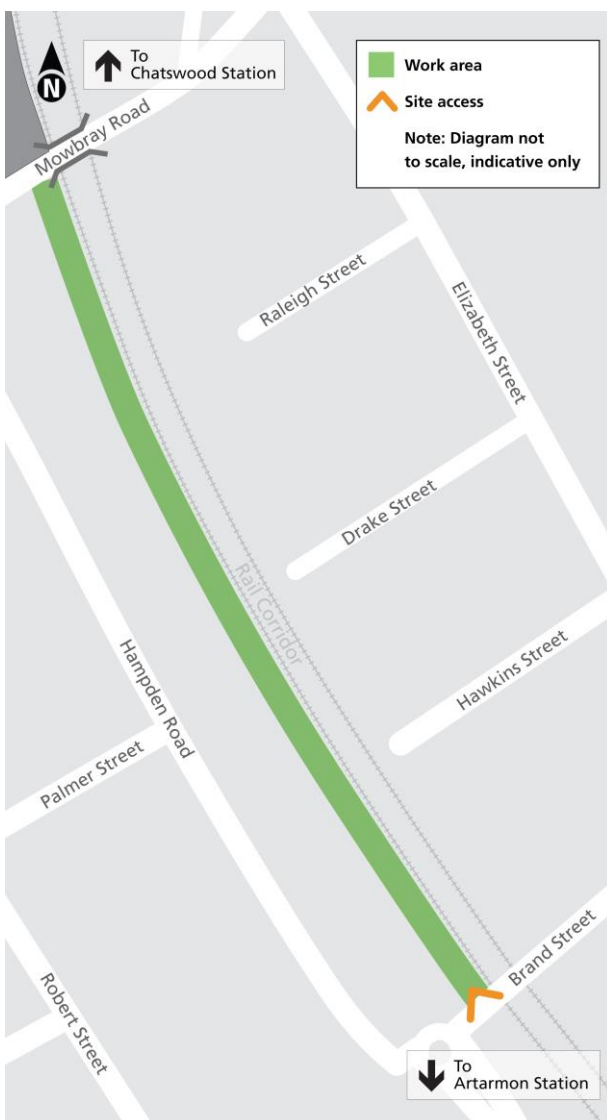
There may be some oversized deliveries to the work sites outside these hours due to traffic restrictions.

What to expect

- Construction vehicles will access the work areas from Brand, Nelson and Ellis streets and Gordon Avenue.
- Traffic, pedestrian and parking changes will be required around the work areas. Changes will include temporary lane and footpath closures, permanently closing Nelson Street bridge and removing some street parking on Nelson and Ellis streets and Gordon Avenue.
- Traffic control and directional signage will be in place for the safety of workers and the community.
- Due to the nature of the work nearby residents may be able to hear and feel some of the work. The project team will limit these impacts wherever possible.
- Measures will include using non-tonal reversing beepers, using noise blankets where practicable, turning off equipment when not in use and monitoring activities where required.

To subscribe to receive weekly email updates about upcoming work, email tunnels@transport.nsw.gov.au.

Rail corridor widening work areas



SMCSWTSE-JCG-DCH-SH-NFS-030338





Chatswood to Artarmon update

A large program of work is underway between Chatswood and Artarmon to prepare for the opening of Sydney Metro Northwest in the second quarter of 2019, and for the future connection to Sydney Metro City & Southwest which is scheduled to open in 2024.

The community will be kept up-to-date on what work is happening along the corridor over the next six months. The project team will continue to provide detailed information to the community as work progresses through regular notifications and email updates.

Sydney Trains will also notify the community about work in the rail corridor during maintenance weekends when trains are not running.

Tunnel boring machines on the way

Two tunnel boring machines (TBMs) will launch from the Chatswood dive site in late 2018, and travel about 6.2 kilometres via new metro stations being built at Crows Nest and Victoria Cross.

The TBMs will be lifted out at Blues Point when the tunnels are completed and transported away on barges.

Drop-in information sessions

Sydney Metro is holding two drop-in information sessions about upcoming work between Chatswood and Artarmon – see back page for dates, times and venues.

The first Chatswood TBM has been manufactured and passed its final checks. The machine parts are currently in Australia and will be delivered to Chatswood in October. The second Chatswood TBM will be shipped to Australia soon.

The TBMs at Chatswood will be assembled on site before starting tunnelling on Sydney Metro's City & Southwest project. The project team will keep the community informed about when the TBMs are due to arrive at the site.

See inside for more details on:

- Nelson Street bridge closure
- Frank Channon Walk temporary closure and future extension
- rail corridor widening
- new traffic lights at Hampden Road
- noise walls, drainage and utility works in the corridor.

Sydney Metro work between Chatswood and Artarmon

Over the next six months Sydney Metro will carry out work at the Chatswood dive site and along the rail corridor to widen the existing corridor and construct the portals and supporting infrastructure for the new metro tunnels. Sydney Metro will keep the community informed ahead of each stage of work. An overview of the work is below and shown on the map overleaf.

1 Rail corridor access at Hopetoun Avenue removed

The existing rail access gate at Hopetoun Avenue will be removed once existing Sydney Trains tracks are relocated to accommodate the new metro tracks. A new section of noise wall will be built across the end of Hopetoun Avenue to close the gap between the existing noise walls.

2 Frank Channon Walk temporary closure

Frank Channon Walk will be temporarily closed from November 2018 until the end of 2019 between Albert Avenue and Nelson Street. This closure will allow work to be carried out along Frank Channon Walk, including the removal and replacement of the existing noise wall. Signposted detours will be in place for pedestrians and cyclists.

3 Security fencing

Sections of high security fence are being installed within the rail corridor ahead of Sydney Metro Northwest opening in the second quarter of 2019. A new 2.4 metre security fence will replace existing sections of chain link fence, or will be built alongside existing boundary fencing between Brand Street and Mowbray Road on both sides of the rail corridor and between Chapman and Albert Avenues.

4 New and replacement noise barriers

Some existing sections of noise wall may require repair or replacement. Where this is required, the same material will be used to ensure continuity of the existing noise wall design. A new 2.4 metre noise wall is being built along the rail corridor between Mowbray Road and Nelson Street at the rear of Orchard Road properties. The existing noise wall along Ellis Street and Albert Avenue will remain the same and the existing noise wall along the eastern side of Frank Channon Walk between Nelson and Ellis Streets is being replaced with a higher wall.

5 Mowbray Road to Brand Street

Widening work along the western side of the rail corridor between Mowbray Road and Drake Street will be ongoing until mid-2020. A construction access track is currently being built along the western side of the rail corridor between Brand and Drake Streets.

6 New traffic lights at Hampden Road

Traffic lights will be installed at the Mowbray Road and Hampden Road intersection to allow trucks to safely exit the Chatswood dive site. Work has begun to build the new driveway, set up traffic islands and carry out other preparatory works. This work is being done outside of standard hours to minimise impacts on local roads.

7 Construction access at Gordon Avenue

A construction access and laydown area will be established at the end of Gordon Avenue from November 2018. This access will be used to enter the rail corridor. Construction equipment, materials and amenities will be located in the area.

8 Permanent closure of Nelson Street bridge

Nelson Street bridge will be permanently closed from November 2018 and will be removed in early 2019. This will accommodate the realigned Sydney Trains northbound track, new metro tracks, and new dive structure into the tunnels.

The bridge closure and removal was approved by the NSW Department of Planning and Environment in 2017.

- **November 2018**
Bridge closed to traffic and pedestrians.
- **November 2018 – February 2019**
Piling and structural work and utility relocations to prepare for bridge removal.
- **February 2019**
Bridge removal starts.
- **April 2019 – mid-2020**
Cul-de-sac installation on each side and noise wall construction.

9 Rail corridor upgrades

When Sydney Metro Northwest opens between Rouse Hill and Chatswood in the second quarter of 2019, capacity on the T1 North Shore Line will increase to 20 trains per hour.

Signal and electrical upgrades between Waitara and Waverton are underway to enable this increased capacity.

10 Rail corridor widening

The rail corridor south of Chatswood Station will be widened to enable sections of the existing T1 North Shore Line to be realigned during construction. As part of this work about 250 metres of new track will be laid for the metro line.

Widening work in this area will involve excavating existing embankments, installing new support structures, retaining walls, and anchors, and will require the removal of trees and vegetation. Corridor widening work between Ellis and Nelson streets will start in November this year.



Chatswood T M

Victor Street
Anderson Street
Albert Avenue

9 10

Ellis Street

Orchard Road

Chapman Avenue

2

Seldon Lane

Hopetoun Avenue

Hammond Lane
Gordon Avenue

7

1

8

4

Mowbray Road

Chatswood Dive Site

6

Raleigh Street

3

Pacific Highway

Hampden Road

5

Drake Street

Hawkins Street

Brand Street

Elizabeth Street

Legend

 Support sites

 Construction site access

The numbers shown on this diagram correspond with the description of works on the previous page.

Note: Diagram not to scale, indicative only

T Artarmon



Find out more about the project at one of our drop-in sessions

Other work in the area

Additional work is taking place in or near the Chatswood to Artarmon corridor, including:

- drainage work including construction of a new detention basin
- a stormwater discharge control pit to slow down and release water during rain events
- various construction support sites
- utility relocations.

Construction hours

Work will generally take place between standard construction hours, 7am to 6pm Monday to Friday and 8am to 1pm Saturday.

Some utility work will take place out-of-hours, between 6pm and 5am, to minimise impacts on local roads. Night work will be limited to a maximum of three nights per week. The community will be notified about any out-of-hours work. Sydney Metro will work to minimise impacts of construction on surrounding communities.

Investigating improved shared path connections

Sydney Metro is investigating improved pedestrian and cyclist connections at Chatswood. A potential extension of Frank Channon Walk from the end of Nelson Street through to Mowbray Road with a shared path on the northern side of Mowbray Road is under consideration.

This would provide safe and easy access across the rail corridor. More information will be provided to the community as these investigations continue.

Drop-in information sessions

Sydney Metro is holding two drop-in information sessions about upcoming work between Chatswood and Artarmon. Come along to meet expert members of the project team who can answer any questions.

There is no need to make a booking.

- **Thursday 27 September, 4pm-7pm,**
Chatswood Bowls Club,
665 Pacific Highway, Chatswood.
- **Saturday 13 October, 10am-1pm,**
Dougherty Centre Chatswood,
7 Victor Street, Chatswood.
(Stair access only).

Contact us

For more information or to register for email updates contact the project team on:

 **1800 171 386**
24-hour community information line

 sydneymetro@transport.nsw.gov.au

 sydneymetro.info

 [facebook.com/SydneyMetro](https://www.facebook.com/SydneyMetro)

 **Sydney Metro City & Southwest**
PO Box K659, Haymarket NSW 1240

 If you need an interpreter, call Translating and Interpreting Services National on **131 450** and ask them to call **1800 171 386**.

Sydney Metro is Australia's biggest public transport project.

Services start in 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms under Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

John Holland CPB Ghella Joint Venture (JHCPBG) has been awarded the \$2.81 billion contract to build the twin railway tunnels from Chatswood to Sydenham and excavate six new Sydney Metro stations.

Temporary closure of Frank Channon Walk

Frank Channon Walk will be closed between Albert Avenue and Nelson Street from **8am Saturday 3 November 2018 until late 2019**.

Signposted detours will be in place for pedestrians and cyclists.

This closure is needed to safely and efficiently carry out rail corridor widening work, which will be done directly from the path. See overleaf for more details.

The shared path will be reinstated when the work is completed including planting and resurfacing where required.

If you have any questions, please contact us on 1800 171 386 (24 hour community information line) or email tunnels@transport.nsw.gov.au.

Thank you for your cooperation while we complete this essential work.



Chatswood to Artarmon rail corridor widening

Changes are required to the rail corridor between Chatswood and Artarmon to accommodate the Metro and T1 North Shore train lines. These changes include work along Frank Channon Walk to create more room in the corridor.

Widening work will occur along Frank Channon Walk from **November 2018 until late 2019**, weather and site conditions permitting.

Work involved

Work along Frank Channon Walk will involve:

- removing and replacing the noise walls along Frank Channon Walk
- installing ground support structures including concrete piles, retaining walls, soil nails and anchors
- extending the Chapman Avenue underpass
- installing new drainage and relocating utility services where required
- removing existing embankments, undertaking concreting and earthworks to form the base for the new track (track to be installed later by a different contractor)
- reinstating Frank Channon Walk footpath including planting and resurfacing where required.

Work hours

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

Work outside of these hours will sometimes be needed due to traffic, Sydney Trains or utility provider requirements. Residents and businesses will be notified in advance of any out-of-hours work.

What to expect

- Access to the work area will be via Ellis and Nelson Streets and Gordon Avenue.
- Laydown areas will be set up at the end of Ellis and Nelson Streets and Gordon Avenue for the storage of equipment, staff amenities and the stockpiling, delivery and removal of materials.
- The existing noise wall between Nelson Street and Gordon Avenue will be removed in November 2018 to allow space for the new wall to be built. The new wall will be located slightly to the west of the existing wall. It will take about 10 months to build the new wall along this section, weather and site conditions permitting. Temporary acoustic blankets on fencing will be installed along Frank Channon Walk while the existing noise wall is removed and work is being done.
- Due to the nature of the work nearby residents will be able to hear and feel some of the construction activities. Every effort will be made to manage and minimise the impact of construction on the local community.
- Measures will include wetting down the site, sweeping hardstands, selecting machinery and planning work to minimise construction impacts, providing respite during high noise or vibration generating activities and scheduling work to occur during standard work hours wherever possible.

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