

## **Appendix A**

Updated project description

## Updated Project Description

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*This section provides a revised project description for Clyde stabling and maintenance facility construction site (relevant to Section 9.5.3 of the Environmental Impact Statement).*

### A.1 Revised project description

The Clyde stabling and maintenance facility construction site would cover about 383,000 square metres between the M4 motorway, James Ruse Drive and Rosehill Gardens Racecourse. The site currently contains industrial and commercial buildings, Sydney Speedway (location on NSW Government owned land) and the former T6 Carlingford Line at Rosehill. The site would be used to:

- Construct the land formation for the stabling and maintenance facility
- Construct structures over A'Becketts Creek and Duck Creek, including creek realignment works
- Excavate the Rosehill services facility
- Excavate and construct the Rosehill dive structure and tunnel portal (described in Section 9.4.6 of the Environmental Impact Statement).

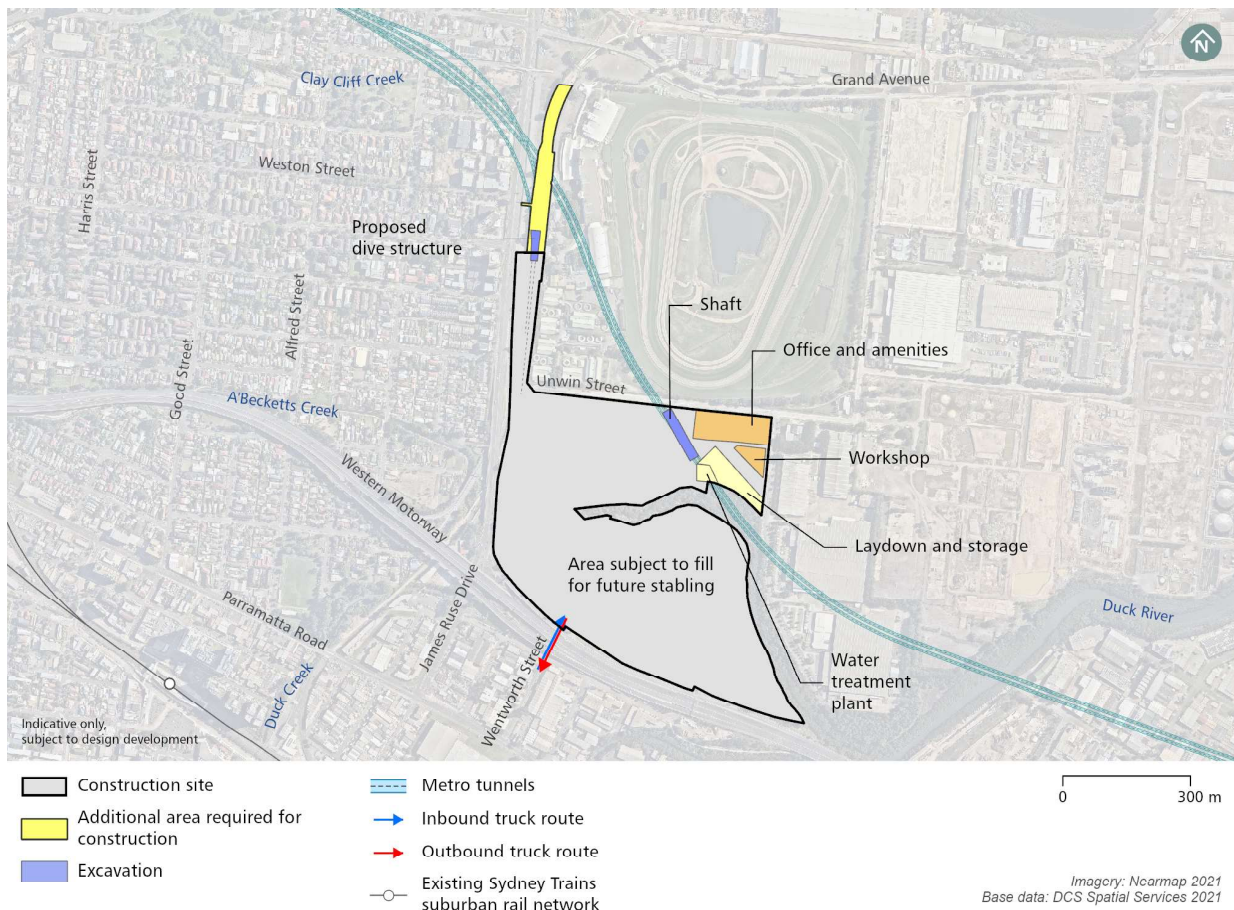
The formation of the site for the stabling and maintenance facility is described in Section 9.4.5 of the Environmental Impact Statement. The stabling and maintenance facility formation would cover about 330,000 square metres of the construction site.

This construction site would include spoil storage and removal from the excavations for the services facility shaft and dive structure and portal, water supply, water treatment and disposal, material storage as well as office facilities, worker amenities and parking. It would also include a section of the redundant T6 Carlingford Line required for the construction of future stages of Sydney Metro West.

Kay Street and Unwin Street would be permanently realigned around the construction site and would include a bridge over the future metro rail tracks.

The excavation of the Rosehill dive structure, tunnel portal and services facility would require the removal of about 165,000 cubic metres of spoil.

Access to and egress from the site would be via Wentworth Street to Parramatta Road. The location and indicative layout of the Clyde stabling and maintenance facility construction site, including vehicle access and egress is illustrated in Figure A-1.



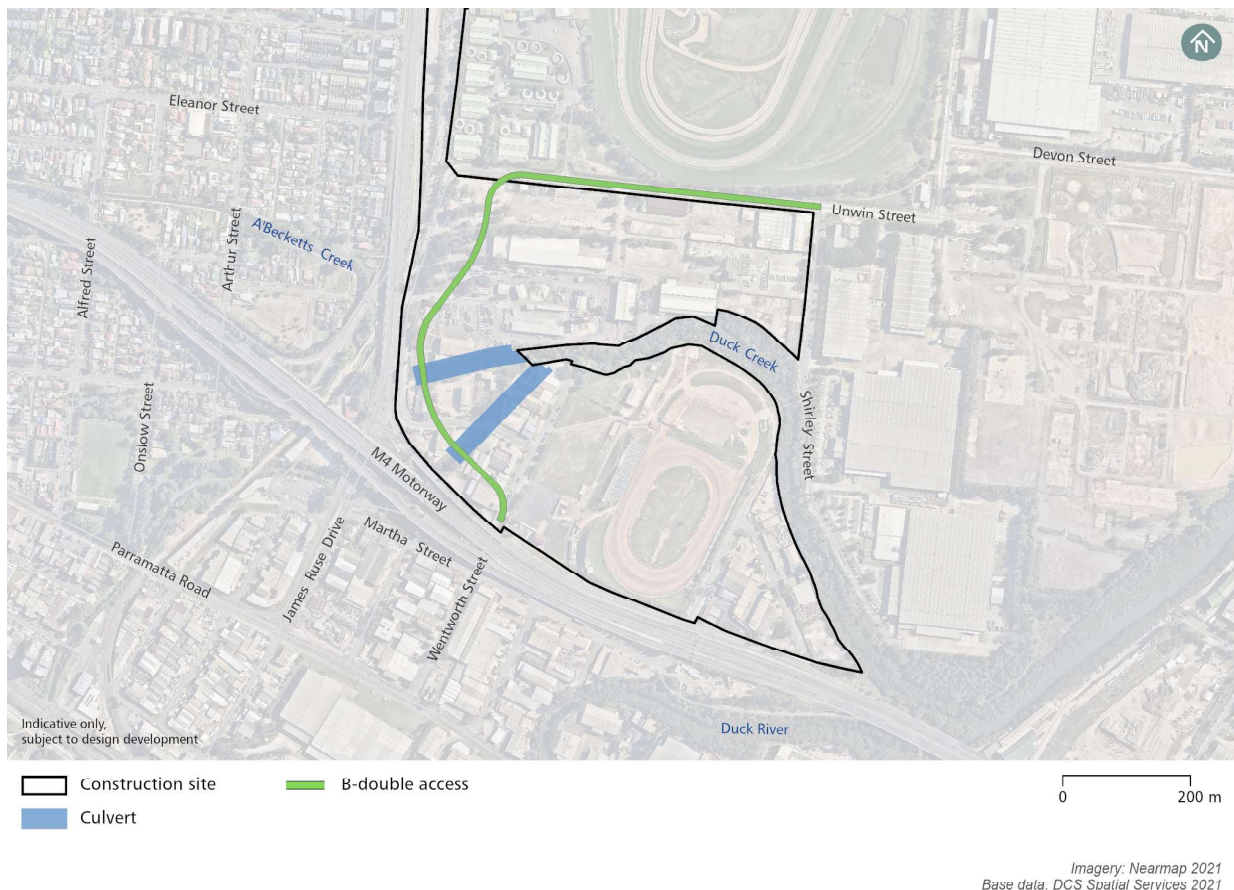
**Figure A-1 Clyde stabling and maintenance facility indicative construction site**

### A.1.1 Road and creek realignment works

The permanent realignment of Unwin Street and Kay Street around the Clyde stabling and maintenance facility (refer to Figure A-2) would maintain the existing two-lane road configuration and would be designed to accommodate B-double trucks.

The realigned road would cross over the redundant T6 Carlingford Line, A'Becketts Creek and Duck Creek. The road would be elevated on piles for about 250 metres to avoid flooding impacts and include a shared path to accommodate pedestrians and cyclists on one side

A'Becketts Creek and Duck Creek would be realigned as shown in Figure A-2. The creeks would generally flow through culverts and new open channels, and would be naturalised where possible.



**Figure A-2 Clyde road and creek realignment works**

### **Rosehill dive structure and tunnel portal**

A dive structure and tunnel portal would be constructed in Rosehill (within the former part of the Carlingford Rail Line) to provide for a future connection from the Clyde stabling and maintenance facility to the mainline tunnels. The construction of the dive structure and tunnel portal is described in Section 9.4.6 of the Environmental Impact Statement.

Underground connecting tunnels would be excavated by road header from the tunnel portal to the mainline tunnels.

Construction of the Rosehill dive structure would require:

- Enabling works as outlined in Section 9.4.1 of the Environmental Impact Statement
- Removal of the Rosehill Station footbridge which is of local heritage significance, listed under the RailCorp Heritage and Conservation Register under Section 170 of the *Heritage Act 1977* (NSW) and provision for an alternative crossing over the former T6 Carlingford Line during construction
- Removal of the platforms and station furniture at the former Rosehill Station

Further investigation into temporary facilities to support additional access to the tunnels would be considered as part of detailed construction planning.

The indicative construction program for the Clyde stabling and maintenance facility is outlined in Figure A-3.



**Figure A-3 Indicative construction program**

## A.2 Comparison table

Project element	Summary of the approved project	Summary of the proposed modification	Modification report reference
<b>Description</b>	<p>Construction of the Clyde stabling and maintenance facility including:</p> <ul style="list-style-type: none"> <li>Construction of the land formation for the stabling and maintenance facility</li> <li>Construction of structures over A'Becketts Creek and Duck Creek, including creek realignment works</li> <li>Construction and operation of a temporary precast concrete segment production facility</li> <li>Excavation the Rosehill services facility</li> <li>Excavation and construction of the Rosehill dive structure and tunnel portal</li> <li>Permanent realignment of Unwin Street and Kay Street around the Clyde stabling and maintenance facility</li> </ul>	<p>The proposed modification would include:</p> <ul style="list-style-type: none"> <li>Rosehill dive structure relocation and extension</li> <li>Kay Street and Unwin Street realignment.</li> </ul>	<p>Section 1.2.1</p> <p>Section 1.3</p> <p>Section 4</p>



Project element	Summary of the approved project	Summary of the proposed modification	Modification report reference
<b>Bridge structures / waterway crossing</b>	<p>Construction of structures over A'Becketts Creek and Duck Creek, including creek realignment works and culverts.</p> <p>A road underpass under the future metro rail tracks was included as part of the Kay Street and Unwin Street realignment works for the approved project.</p>	<p>No changes to waterway crossings for the approved project.</p> <p>The proposed modification includes a road bridge over the future metro rail tracks.</p>	<p>Section 1.2.1</p> <p>Section 1.3</p> <p>Section 2.2.2</p> <p>Section 4.1.2</p>
<b>Pedestrian and cyclist infrastructure</b>	<p>A shared use path is provided for the Kay Street and Unwin Street realignment.</p>	<p>No changes from the approved project. A shared use path is still proposed for the for the Kay Street and Unwin Street realignment.</p> <p>The Rosehill Railway Station Footbridge is proposed to be removed and an alternative crossing of the former T6 Carlingford Line would be provided during construction prior to removal of the footbridge.</p> <p>A permanent pedestrian and cycling crossing will be considered in future planning applications.</p>	<p>Section 2</p> <p>Section 4</p>
<b>Local road network</b>	<p>Permanent realignment of Unwin Street and Kay Street around the Clyde stabling and maintenance facility, with an underpass for the future metro rail tracks.</p>	<p>Permanent realignment of Unwin Street and Kay Street around the Clyde stabling and maintenance facility, with road bridge to cross over the future metro rail tracks.</p>	<p>Section 2</p> <p>Section 4</p>
<b>Utilities</b>	<p>Relocation of Sydney Water sewer.</p>	<p>No relocation of major utilities.</p>	<p>Section 2</p>

Project element	Summary of the approved project	Summary of the proposed modification	Modification report reference
<b>Ancillary facilities*</b>	Segment production facility Segment storage Parking Water treatment plant Workshop Office and amenities Laydown and storage	Proposed modification does not include changes to any facilities, noting the segment production facility is no longer proposed for this site.	Section 1 Section 4
<b>Waterways</b>	Construction of structures over A'Becketts Creek and Duck Creek, including creek realignment works and culverts.	No changes for the proposed modification.	Section 1 Section 2 Section 4
<b>Permanent water management</b>	Ongoing dewatering required for underpass.	No dewatering required (as underpass no longer required).	Section 2
<b>Construction footprint</b>	About 380,000 m <sup>2</sup> (included area required for future stage).	About 383,000 m <sup>2</sup> . Construction site is about 368,000m <sup>2</sup> Additional area required for construction about 15,000m <sup>2</sup> .	Section 1 Appendix A
<b>Workforce</b>	Peak workforce numbers would be 300 at the construction site	No changes to workforce proposed	
<b>Spoil</b>	The excavation of the Rosehill dive structure, tunnel portal and services facility would require the removal of about 195,000 cubic metres of spoil.	The excavation of the Rosehill dive structure, tunnel portal and services facility would require the removal of about 165,000 cubic metres of spoil.	Section 1 Appendix A

Project element	Summary of the approved project	Summary of the proposed modification	Modification report reference
<b>Property</b>	<p>A total of 54 full property acquisitions were required for Crown Land (5), Public Property (10) and Private Property (39).</p> <p>For public property this included industrial and commercial premises (6) and environment land (4).</p> <p>For private property this included industrial and commercial premises (35), residential (1) and vacant land (3).</p>	<p>No additional property acquisitions are required as part of the proposed modification.</p> <p>Additional land is included in the proposed modification, however was previously identified for the approved project as required for future use.</p>	Section 4

**\* It is noted that, as part of design development and construction planning, elements have been revised (including removal of segment production facility, segment storage, parking and revised shaft location) and have been determined to be consistent with the approved project.**



