



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Crows Nest Station Hume Street Occupancy
Prepared by:	[REDACTED]
Prepared for:	Sydney Metro
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For information – do not alter:

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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

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

Sydney Metro City and Southwest Chatswood to Sydenham Conditions of Approval (SSI 7400) as modified below.

CSSI 7400 MOD 1 – Victoria Cross and Artarmon Substation (determined 18 October 2017)

CSSI 7400 MOD 4 – Sydenham Station and Metro Facility South (determined 13 December 2017)

CSSI 7400 MOD 2 – Central Walk (determined 21 December 2017)

CSSI 7400 MOD 3 – Martin Place Metro Station (determined 22 March 2018)

CSSI 7400 MOD 5 – Blues Point Acoustic Shed (determined 2 November 2018)

CSSI 7400 MOD 6 – Administrative Changes (determined 21 February 2019)

CSSI 7400 MOD 7 – Administrative Changes (determined 24 June 2020)

CSSI 7400 MOD 8 – Blues Point Access Site (determined 25 November 2020)

CSSI 7400 MOD 9 – Extension to Standard Construction Hours (determined 30 June 2022)

Date of determination:

SSI 7400 – 9 January 2017.

Type of planning approval:

Part 5.2 - Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

SSI 7400: The Project includes construction and operation of a metro rail line, approximately 16.5 kilometres long (of which approximately 15.5 kilometres is in underground rail tunnels) between Chatswood and Sydenham, and the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations and associated ancillary infrastructure.

Section 7.11.7 of the EIS tabled the road network, pedestrian and cyclist modifications necessary to facilitate construction of the project. This section specifically identifies the temporary closure of Hume Street during construction of Crows Nest Station for the purposes of demolition and reconstruction and the requirement for construction contractor's Construction Traffic Management Plans to minimise disruptions.

Section 8.4.8 of the EIS assessed construction traffic and transport for Crows Nest Station, specifically the performance of the road network around Crows Nest based on the worst-case scenario of construction traffic, including the closure of Hume Street. The EIS stated, *"Excavation of the station would involve the temporary closure of Hume Street (around six months) to carry out the cut-and-cover works"*. This assessment considered the installation of a right-turn movement from Oxley Street onto the Pacific Highway to mitigate the closure of Hume Street, and concluded that all intersections would continue to function at a similar level to pre-existing conditions (i.e. construction would not have a significant impact on intersection performance).

Section 8.5 of the EIS identified a mitigation measure specific to the temporary closure of Hume Street, requiring pedestrian and cyclist access to be maintained at Crows Nest Station during the temporary closure of Hume Street. The EIS proposed a pedestrian detour parallel to Hume Street, over the portion of Site B that was to be cleared and excavated. The commitment of this mitigation measure is reflected in the Secretary's Environmental Assessment Report (SEAR).

The Construction Traffic Management Plan Crows Nest Stage 1 Site Operations approved under condition E82 for the tunnelling and station excavation (TSE) stage considered the installation of a right-turn movement from Oxley Street onto the Pacific Highway to have a detrimental impact on the Pacific Highway and would result in a substantial reduction in the width of Oxley Street for incoming vehicles from the Pacific Highway. The approved TSE Construction Traffic Management Plan Crows Nest Stage 1 Site Operations proposed no changes to the Oxley Street intersection arrangements, as modelled traffic analysis indicated that there would be only minor impact to surrounding intersections because of the Hume Street closure, with Level of Service of C or better. These impacts were deemed acceptable at a Traffic Control Group meeting on 5 December 2017.

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

- The Sydney Metro City and Southwest – Development Consent – Determination, dated 9th January 2017.
- The Sydney Metro City and Southwest - Environmental Impact Statement, dated 3rd May 2016.
- The Sydney Metro City and Southwest Chatswood to Sydenham Submissions and Preferred Infrastructure Report dated October 2016.

2. 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.

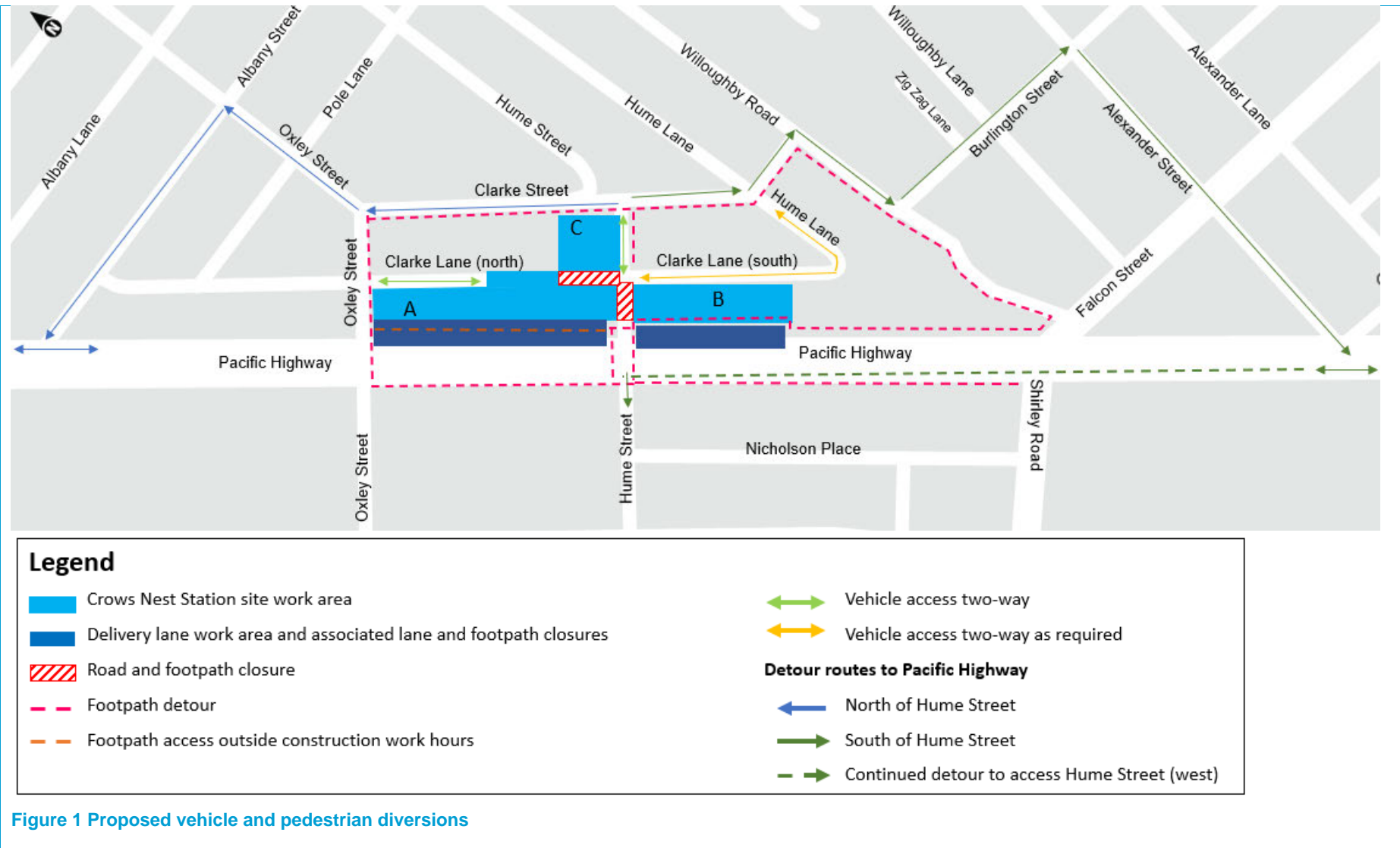
The EIS assessed the closure of Hume Street for approximately 6 months, between Clarke Lane and the Pacific Highway, and its subsequent demolition and reconstruction. A previous iteration of this consistency assessment was approved for the occupation of Hume Street until 31 December 2023. This updated consistency assessment assesses a change in the duration of occupying Hume Street beyond 31 December until mid-2024. The need for this extension is driven by construction delays caused by the Covid-19 shutdown, the extent of which were not fully understood when the CA was submitted in March 2022. An unprecedented number of inclement weather days have also occurred since this time which have caused significant delays to construction, as well as design related issues affecting the build.

AWE has been appointed the primary contractor to construct the Crows Nest Station and has determined that it is necessary to occupy the portion of Hume Street between Clarke Lane and the Pacific Highway from 9 July 2021 to mid-2024. The purpose of the road occupancy is two-fold:

1. To maximise safety through people plant separation, facilitate the pre-assembly and preparation of large structural elements and components required to build the station and provide an area to store construction materials.
2. Demolish structural bridge elements for Hume Street and Clarke Lane (completed in 2022) and reconstruct them in accordance with design requirements. Reconstruction of the Hume Street Bridge is anticipated to be completed by mid-2024.

The pedestrian detour proposed in section 8.4.8 of the EIS cannot be implemented as Site B has been excavated. Vehicle, pedestrian and cycling traffic will, therefore, be diverted during the road occupancy in accordance with the construction traffic management plan, which will be prepared in accordance with condition E82.

No additional or new environmental impacts are anticipated from the additional period of occupation.



3. Timeframe

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

The occupation of Hume Street, between Clarke Lane and the Pacific Highway, is proposed for a period of approximately 36 months, from July 2021 to mid-2024. This Consistency Assessment relates to the extension of occupation from 1 Jan to mid 2024

4. 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.

Hume Street is a local road that connects to the Pacific Highway, and is owned and managed by North Sydney Council and Transport for NSW (refer Figure 1)

5. 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.

The environment surrounding Hume Street is a highly urbanised, built-up landscape.

Traffic and pedestrian network

The pedestrian network immediately surrounding the site is well served by an existing network of footpaths. Connections can be made to surrounding land uses including residential, commercial and retail. Away from the Pacific Highway pedestrian crossing facilities are currently limited with no formal facilities provided on Hume Street, Clarke Street, Clarke Lane or Oxley Street. The existing key pedestrian desire lines are towards St Leonards Station and the St Leonards commercial core, and towards the Crows Nest retail and leisure precinct on Willoughby Road.

On-road marked bicycle routes run parallel to the eastern side of Pacific Highway along Alexander Street, Burlington Street, Willoughby Road, Clarke Street and Oxley Street, as well as Nicholson Street and Sinclair Street on the western side of Pacific Highway.

Crows Nest currently experiences low to moderate levels of traffic congestion during peak periods. The intersections of Pacific Highway, Falcon Street, Willoughby Road and Shirley Street have been observed to operate at capacity during peak periods, with subsequent queuing along Falcon Street and the Pacific Highway.

In the environmental impact statement (EIS), the intersections at Pacific Highway / Oxley Street and Pacific Highway / Hume Street were reported to operate at level of service B or better.

Noise and vibration

The nearest sensitive receivers to the site are residential apartments ~20 metres opposite the site, along Clarke Lane and the Pacific Highway. There are no sensitive receivers along the section of Hume Street that is proposed for occupation.

Dominant noise sources near the site that influence background noise include road traffic and noise from other construction activities (e.g. development of high-rise buildings, demolition of surrounding commercial buildings).

The EIS cites the following background noise levels for the site:

- Day (7am to 6pm) 59 dBA;
- Evening (6pm to 10pm) 55 dBA; and
- Night (10pm to 7am) 50 dBA.

Heritage

The area has low archaeological significance due to previous ground disturbance and development. There is no recorded or known Aboriginal heritage sites in the vicinity of the works, and the works will not encounter undisturbed ground conditions. 28 Clarke Street has local heritage significance.

Land use and property

Land zoning immediately surrounding the site is mixed use (B4) and commercial (B3), however some of this land includes residential apartments. There are no residential apartments along the section of Hume Street that is proposed for occupation.

Soil, contamination and water quality

Hard surfaces (concrete, asphalt) immediately surround the site with an occasional stormwater grid associated with road drainage.

Biodiversity

There is no vegetation within or adjacent the section of Hume Street that is proposed for occupation.

6. 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 closure of Hume Street during construction is referenced in Section 7.10.3 of the EIS. Originally, Hume Street included a bridge, which formed an integral part of the roadway. However, due to the requirements of the project, this bridge has been demolished. As a result, the road, in its traditional form, no longer exists at this location. The restoration of Hume Street as a functioning roadway is directly contingent upon the reconstruction of this bridge.

The additional continued occupation of the Hume Street area is therefore required for restoration works. The delays in construction, were initially related to Covid-19 and further compounded by an unprecedented number of inclement weather days and design-related issues, have extended the timeline to return this road.

The project is required to rebuild the bridge as efficiently and safely as possible by mid-2024. Until this reconstruction is complete, the 'road' cannot be returned to its original state.

The justification for continued occupation of Hume Street is therefore listed below:

- Demolished bridge: The original road included a bridge, which was demolished in 2022 as a requirement of the project. The absence of the bridge means there is currently no functional road for the section we occupy.
- Necessity of reconstruction: The return of Hume Street as a functioning road is contingent upon the reconstruction of the demolished bridge. Reconstruction of the Hume Street Bridge is anticipated to be complete by mid-2024.
- COVID-19 related delays: Construction delays were initially caused by the shutdown and subsequent impacts related to the COVID-19 pandemic, which were unforeseen at the project's start.
- Inclement Weather: An unprecedented number of days with inclement weather have further delayed the construction timeline.
- Design-related challenges: Delays in construction caused by design-related challenges.

7. Environmental Benefit

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

- The extended occupation of Hume Street will provide a safer work environment and continue to reduce the risk associated with people interacting with live traffic, plant and overhead lifts by the tower crane.

8. Control Measures

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

A site-specific environmental management plan (EMP) is not required. Controls measures cited in the construction EMP (CEMP) and associated sub-plans, and construction traffic management plan (CTMP) are considered adequate to mitigate potential environmental impacts during the road closure.

Details of stakeholder consultation regarding the preparation of the CTMP is listed below:

- Presentations to the Traffic Control Group (TCG) on: 27 April 2021, 11 May 2021, 25 May 2021, 8 June 2021 and 7 October 2022.
- Presentations to the Traffic and Transport Liaison Group (TTLG) on: 19 October 2022.

9. 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	No change from the Approved Project. Nil change resulting from extended occupation of Hume Street.	No additional measures required.	Y	Y	
Water	No change from the Approved Project. New drains installed on site B minimise runoff to the area.	No additional measures required.	Y	Y	
Air quality	No new or additional dust or air quality sources are proposed, therefore is consistent with the Approved Project. Demolition is now complete, re-construction of the bridge to take place.	No additional measures required.	Y	Y	
Noise or vibration	Minor noise impacts from laydown of materials and plant movements in the occupied area, however this is not a new or additional impact and therefore is consistent with the Approved Project. Remaining work to construct road is consistent with approval.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Community and stakeholder	A pedestrian and cycling detour would be provided as the route proposed in the EIS has been excavated and is no longer possible. The pedestrian and cycling detour was developed in collaboration with traffic authorities and therefore is consistent with the 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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	<p>The proposed extended occupancy of Hume Street will not change or alter the impact assessed in the EIS; the duration of the occupancy and a pedestrian and cycling detour are the only proposed changes.</p> <p>A change to the pedestrian and cycling detour proposed in the EIS is required as the original detour has been excavated and is no longer a possible route. The pedestrian and cycling detour proposed in this document was developed in collaboration with traffic authorities and therefore is consistent with the Approved Project.</p>	<p>All requirements of the Hume Street Closure TMP. The Construction Traffic Management Plan - Hume Street Closure TMP (sub-plan) has been updated in accordance with CoA E82 and CoA E83. This plan has been updated in consultation with the TTLG and with all relevant stakeholders (RMS, CJP, TfNSW and North Sydney Council). Refer to Appendix B for TTLG meeting minutes which includes the program for the Hume Street occupation.</p> <p>Any conditions/requirements from the road occupancy licence.</p>	Y	Y	
Waste	No change from the Approved Project.	No additional measures required.	Y	Y	
Social	No change from the Approved Project.	No additional measures required.	Y	Y	
Economic	<p>Access to residential and commercial premises will be maintained at all times.</p> <p>No change from the Approved Project.</p>	<p>No additional measures required.</p> <p>Note that the Business Management Plan is in place.</p>	Y	Y	
Visual	There will be visual impacts from additional hoarding, road closures and the extension of the construction areas; these impacts are consistent with the Approved Project.	No additional measures required.	Y	Y	
Geotechnical	No change from the 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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use	No change from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No change from the Approved Project.	No additional measures required.	Y	Y	
Risk	The occupancy of Hume Street will reduce the safety risk associated with people interacting with live traffic, plant and overhead lifts by the tower crane.	No additional measures required.	Y	Y	

10. 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	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Water	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Air quality	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Noise vibration	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Indigenous heritage	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Non-indigenous heritage	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Community and stakeholder	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Traffic	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Waste	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Social	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Economic	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Visual	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	

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
Land use	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Climate Change	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	
Risk	The proposed works relate to construction only. No change from the Approved Project	No additional measures required	N/A	Y	

11. 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 occupancy of Hume Street would not transform the project. The Approved Project would continue to provide a new metro line between Chatswood and Sydenham. The proposed occupancy was assessed and considered in the EIS.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed occupancy of Hume Street would assist the Approved Project to achieve its objectives and functions. It will assist the construction phase by improving safety and providing a temporary assembly and storage area before demolition and rebuild.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The proposed occupancy is consistent with the objectives and functions of the construction site at Crows Nest.
Are there any new environmental impacts as a result of the proposed works/modifications?	No. The proposed occupancy does not result in any new environmental impacts beyond those considered in the Approved Project, and the only change is the extended timeframe
Is the project as modified consistent with the conditions of approval?	Yes. The proposed occupancy is consistent with the conditions of approval for the Approved Project
Are the impacts of the proposed activity/works known and understood?	Yes. The impact of the proposed occupancy is known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts would be managed to avoid adverse impacts in accordance with the projects approved management plans.

12. Other Environmental Approvals

Identify all other approvals required for the project:

The Construction Traffic Management Plan - Hume Street Closure TMP (sub-plan) has been updated in consultation with the TTLG and with all relevant stakeholders (RMS, CJP, TfNSW and North Sydney Council). Refer to Appendix B for TTLG meeting minutes which includes the program for the Hume Street occupation. This update has been approved by TfNSW following Sydney Coordination Office endorsement.

The existing Road Occupancy Licence has been extended.

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:	Darren Green	Signature:	
Title:	Environment & Planning Manager		
Company:	A W Edwards	Date:	22/12/2023

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:	Brett McLennan	Signature:	
Title:	ER	Date:	22 December 2023

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	22 December 2023
Title:	Associate Director, Planning Approvals	Comments:	
Signature:			

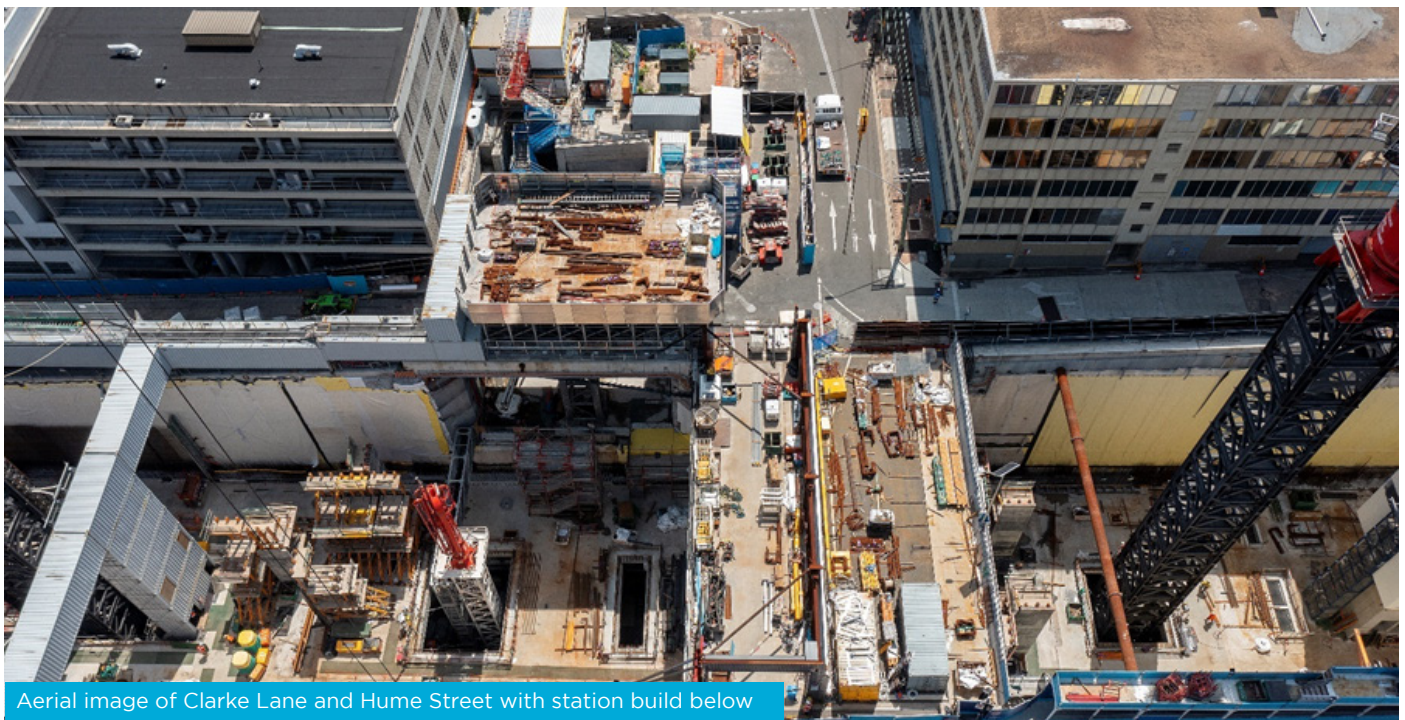
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- 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.

Endorsed by			
Name:	Fil Cerone	Date:	22 December 2023
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

Appendix A

Community Consultation (March 2022 and December 2023)



Aerial image of Clarke Lane and Hume Street with station build below

Clarke Lane and Hume Street update

Crows Nest Station | March 2022

Starting late April 2022 work will begin to remove and re-build a section of Clarke Lane between the rear of 20 Clarke Street and Hume Street. This is expected to take up to seven months to complete.

Hume Street between Clarke Lane and Pacific Highway will also be removed and re-built. This is now expected to commence in June 2022 and take up to eight months to complete.

Some of this work will be noisy, particularly when removing the road structures as it will involve hammering, saw-cutting and drilling into the existing road pavement, concrete and steel supporting beams and reinforcement. Mitigation measures will be in place to manage impacts. These are detailed overleaf.

Further information has also been provided overleaf about the sequencing of this work and what to expect.

When the Clarke Lane and Hume Street re-builds are complete they will not be re-opened straight away. Both roadways will remain closed until late-2023 to complete public domain works, permanent utility and road tie-ins.

The final configuration of Hume Street, which will be implemented once the station build is complete, is currently being reviewed by Sydney Metro, North Sydney Council and Transport for NSW. Further information about end-state configurations will be communicated when finalised.

Sydney Metro is Australia's biggest public transport project. Services started in May 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 at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66-kilometre standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

A W Edwards has been contracted to build Crows Nest Station. Station box excavation and tunnelling is now complete and rail track installation is underway. Work is underway to build Crows Nest Station, ready for Sydney Metro services to start in 2024.

Key information about the work

Work stages

Preparatory work

Clarke Lane: about to begin.

Hume Street: occurring over the next few months.

What's involved

Work to prepare for the removal of Clarke Lane and Hume Street includes:

- removing existing road infrastructure such as signage, lighting and balustrades
- removing existing acoustic shed
- installing large lifting frames and other lift-supporting infrastructure.

Demolition

Clarke Lane: approximately four weeks – starting May.

Hume Street: approximately six weeks – starting June.

What's involved

Work to remove this section of road will be noisy as it will involve hammering, saw-cutting and drilling into existing road pavement, structural support beams and reinforcement using road saws and large excavators with hammer and drill attachments. Existing services will also be relocated. Nearby buildings may also feel minor vibration.

Building underneath

Clarke Lane: approximately two months.

Hume Street: approximately two months.

What's involved

This section of Clarke Lane and Hume Street will be re-built on top of the station structure. Before the re-build work can commence, the station structure will first need to be built up to just below street level.

Re-build

Clarke Lane: approximately four months.

Hume Street: approximately four months.

What's involved

Work to re-build this section of road will involve building formwork around the new structure, concrete pouring and road surfacing, line marking and signage installation and reinstating traffic lights. Some of this work will be noisy.

Continued closure

Clarke Lane and Hume Street: until late-2023.

What's involved

When the Clarke Lane and Hume Street re-builds are complete they will not be re-opened straight away. Both roadways will remain closed until late 2023 to complete public domain works and permanent utility and road tie-ins.

Should opportunity exist to re-open either of the roadways prior to this time all efforts will be made to do so.

Access

Current access arrangements will remain in place on Hume Street:

- no access for motorists or pedestrians between Pacific Highway and Clarke Lane
- two-way motorist access between Clarke Lane and Clarke Street will be maintained
- alternate access routes which came into effect July 2021 will continue.

Current access arrangements will also remain in place on Clarke Lane:

- no through access for motorists from Clarke Lane (north) to Hume Street
- access to Clarke Lane (north) will be maintained via Oxley Street.

When removing and re-building Clarke Lane, some concrete pours may occur at the southern end of Clarke Street. When this happens, a concrete pump will be set up within the laneway near the Hume Street intersection. Vehicles will be directed to enter and exit via Hume Lane as through access to Hume Street will be restricted.

A map showing the location of the work and access routes is provided overleaf. Please continue to plan ahead and allow extra time for your journey.

Hours of operation

Standard working hours will be **7am to 6pm**

Monday to Sunday until 31 March, when the NSW Government extension to standard working hours due to COVID-19 ends. Standard construction hours will then return to **7am to 6pm Monday to Friday and 8am to 1pm Saturday**. All other work hours are subject to an out-of-hours work approval.

A W Edwards is currently seeking approval to continue working – **7am to 12 midnight Monday to Friday and 7am to 10pm Saturday and Sunday**. If approved, these hours are expected to continue until late December 2022. Certain noisy activities such as rock hammering, saw-cutting and piling work will be limited to occurring between **8am and 6pm Monday to Friday and 8am and 1pm on Saturdays**.

Managing construction impacts

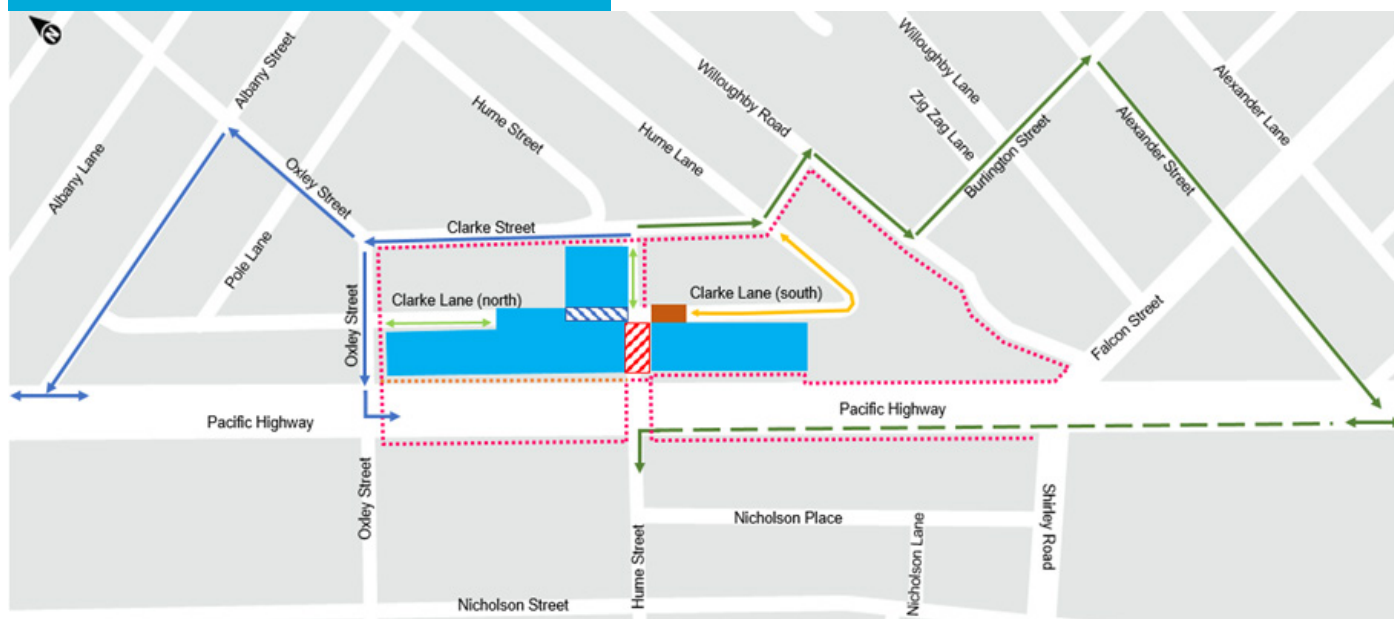
Mitigation measures will be applied to reduce noise impacts associated with our work activities. This will include:












- positioning noisy plant as far away from noise sensitive premises as possible
- applying controls at the source of noise, such as temporary noise barriers
- implementing respite periods when undertaking hammering, saw-cutting and drilling work
- real-time noise monitoring and attended noise monitoring.

Although vibration may be felt, vibration levels will be minor and will have no impact to surrounding properties. Vibration monitors will be in place to continually monitor this.

Some of these activities may generate dust. Water carts and misters will be used to manage this.

Work area and access map



Legend			
	Crows Nest Station work area		
	Hume Street work area <i>(road and footpath closure no access)</i>		
	Clarke Lane work area		
	Concrete pouring zone <i>(during Clarke Lane works)</i>		
Detour routes to Pacific Highway:			
	North of Hume Street		Local vehicle access two-way
	South of Hume Street		Local vehicle access two-way (during concrete pours)
	Continued detour to access Hume Street (west)		Footpath detour
			Footpath access outside construction work hours

Frequently Asked Questions

Previous contractors John Holland CPB Ghella (JHCPBG) removed and re-built this section of Hume Street in 2018. Why is A W Edwards doing it again?

Previous contractors needed to remove this section of roadway to excavate the station box. Rather than waiting for the station to be built up to street level so that the new road could be built on top, JHCPBG constructed a temporary road-bridge which motorists and pedestrians could use in the interim.

Now that the station build is nearing street level, it is now time to remove this temporary road-bridge and build the new permanent road.

Hume Street was meant to be re-built and the road re-opened in early 2022. Why has this changed?

Just like every other industry and many businesses, Crows Nest Station construction has been impacted by COVID-19.

This has meant that some works, including the removal and re-build of Hume Street, have needed to be re-scheduled and re-programmed for later dates when supplies and resources are available.

In addition we have experienced a significant amount of rain over the past few months further delaying the start of these works.

To ensure the station build is complete and ready for services to commence in 2024, a number of works will

be undertaken concurrently rather than staged over longer periods of time. This includes the removal and re-build of Clarke Lane which will occur whilst we are removing and re-building Hume Street.

Will there be any further closures of Clarke Lane or Hume Street?

After the station build is complete, it is possible that further road and footpath closures will be needed by future over-station development contractors.

Contact us

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

If you have any questions about the Hume Street closure, please contact **the Crows Nest Station team** via:



1800 171 386 Community information line
open 24 hours



crowsnestmetrostation@transport.nsw.gov.au



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



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

Register to receive project updates by emailing
crowsnestmetrostation@transport.gov.au

Clarke Lane and Hume Street update

December 2023 – May 2024

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD in 2024, with new metro railway stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Gadigal and Waterloo, and new metro platforms at Central, and then onto Bankstown in 2025.

A W Edwards is building the new Crows Nest Station. Rail track installation and the stations main structural works are now complete and fit out and exterior works are progressing.

Re-opening of Clarke Lane and Hume Street

All public domain work is expected to be completed in the first half of 2024. This includes work on Hume Street (between Clarke Lane and Pacific Highway) and Clarke Lane (between the rear of 20 Clarke Street and Hume Street) roadways which are expected to re-open in May 2024.

Both roadways must remain closed until public domain works and permanent utility and road tie-ins are completed.

Access

Current access arrangements will remain in place on Hume Street:

- no access for motorists or pedestrians between Pacific Highway and Clarke Lane
- two-way motorist access between Clarke Lane and Clarke Street will be maintained
- alternate access routes which came into effect July 2021 will continue.

Current access arrangements will also remain in place on Clarke Lane:

- no through access for motorists from Clarke Lane (north) to Hume Street
- access to Clarke Lane (north) will be maintained via Oxley Street.

Please see map overleaf.

Thank you for your cooperation and understanding while we complete the station precinct work.

If you have any questions about Crows Nest Station, please call 1800 171 386 (24-hour community information line) and ask for the **Crows Nest Station team** or email crowsnestmetrostation@transport.nsw.gov.au

Translating and interpreting service



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 171 386**.

Map depicting work area and access arrangements (December 2023 to May 2024)



Appendix B

Traffic and Transport Liaison Group Minutes - Wednesday 19 October 2022 and 29 November 2023

Crows Nest Station

Traffic and Transport Liaison Group meeting - Wednesday 19 October 2022



Agenda

- Summary of upcoming works impacting traffic
- Project update
- Site progress photos
- Upcoming day work
- Upcoming out of hours work.

Summary of upcoming works impacting traffic

No	Activity	October				November				December				January			
1	Logistics lane operations as per approved Traffic Management Plan. Early start Road Occupancy Licence approved until the end of October 2022.																
2	Concrete delivery operations.																
3	Hume Street bridge closure (current approval mid-July 2021 until end of Project timeline).																
4	Over Size Over Mass, jump form and precast deliveries approved up to four nights per week. These will occur on selected dates.																
5	Public domain precinct works.																
6	Clarke Lane (south) large concrete pours and mobile crane set up. Road closure and convert into two-way traffic with traffic control stop/slow traffic management (when required).																

Project update – activities continuing

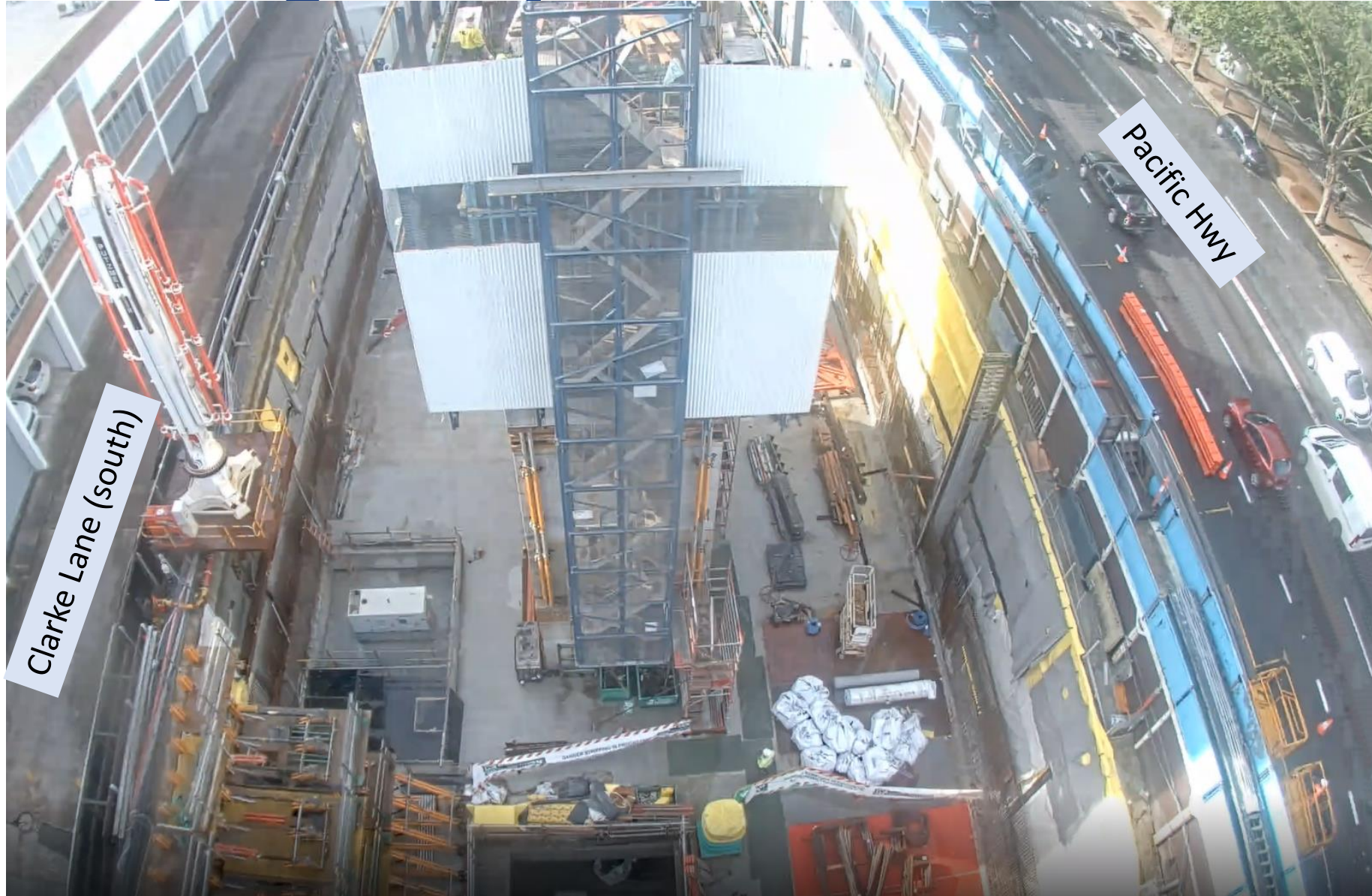
- Basement level five (B5) – Internal fit-out works continuing with high-level services and cladding framing progressing.
- Basement level four (B4) – Internal floor sealing and services commissioning.
- Basement level three (B3) – Internal fit-out works continuing, giving early access to priority rooms and high-level services progressing well.
- Basement level two (B2) – Installation of brick slip panels and forming of the L00 slabs above
- Basement level one (L1) up to basement level zero zero (B00) – Internal fit-out works commenced with block wall construction.
- Basement level zero (B0) – Internal fit-out works commenced with block wall construction.
- Basement level zero zero (L00) – Proceeding with above ground structure construction

Station levels explained	
Level two (L2)	Second storey above ground
Level one (L1)	First storey above ground
Level zero (L00)	Street level entrance
Basement level zero (B0)	Plant level
Basement level one (B1)	Plant level
Basement level two (B2)	Concourse level
Basement level three (B3)	Plant level
Basement level four (B4)	Maintenance level and over track exhaust
Basement level five (B5)	Platform level
Basement level six (B6)	Station trackway

Site progress photos - Site A



Site progress photos – Site B



Site progress photos – Site C



Upcoming day work - Key activities for October 2022

Standard construction hours are Monday to Friday 7am to 6pm and Saturday 8am to 1pm

Location	Detail (work may include but is not limited to the following activities)
Within Crows Nest Station site work area (Sites A, B and C as shown in the map overleaf)	<p>Ongoing general work activities inside the station box</p> <ul style="list-style-type: none"> • Delivery, installation and removal of machinery, materials and equipment by crane between the station box area and surrounding streets. • Formwork, reinforcement installation, building of internal walls and cladding, welding, installation of scaffolding, waterproofing (Site C only) and concrete pouring. • Installation of precast beams and planks, services, internal brick work and station fit out. • Removal of steel and concrete capping beam including jackhammering and saw cutting. • Structural steel installation on ground level. • Installation of cables, communications and signalling equipment, and installation of platform screen doors carried out by MTR.
Surrounding streets: <ul style="list-style-type: none"> • Pacific Highway • Hume Street • Clarke Street • Clarke Lane • Oxley Street 	<p>Ongoing general work activities on surrounding streets</p> <ul style="list-style-type: none"> • Establishing temporary traffic changes, including stop slow traffic arrangements on Hume Street and Clarke Lane south, setting up safe work areas with barriers and fencing. • Delivery and removal of equipment, machinery and materials including concrete deliveries and pumping via Clarke Lane and the Pacific Highway. • Concrete deliveries and pours via the Pacific Highway and Clarke Lane. <p>Pacific Highway, Oxley Street, and Clarke Street temporary footpath closures</p> <ul style="list-style-type: none"> • Footpaths within the station precinct will be closed intermittently to complete underground utility upgrades, upgrades to footpaths, and scaffolding installation throughout October. Pedestrian detours will be in place during this time. • A section of footpath on Clarke Street and Hume Street at Site C will be closed intermittently for the installation of hoarding starting at the end of October. Pedestrian detours will be in place during this time. <p>Tower crane installation and removal</p> <ul style="list-style-type: none"> • The removal of our southern tower crane at Site B and installation of a smaller crane is scheduled to take place early this month. This tower crane change will take place via the Pacific Highway. Temporary traffic changes will be in place while this work is being undertaken. <p>Set up of a mobile crane on Clarke Lane south will continue intermittently over the coming months. This is due to work continuing inside the station box. Traffic will be diverted when this occurs (further details about the traffic changes are provided overleaf).</p>

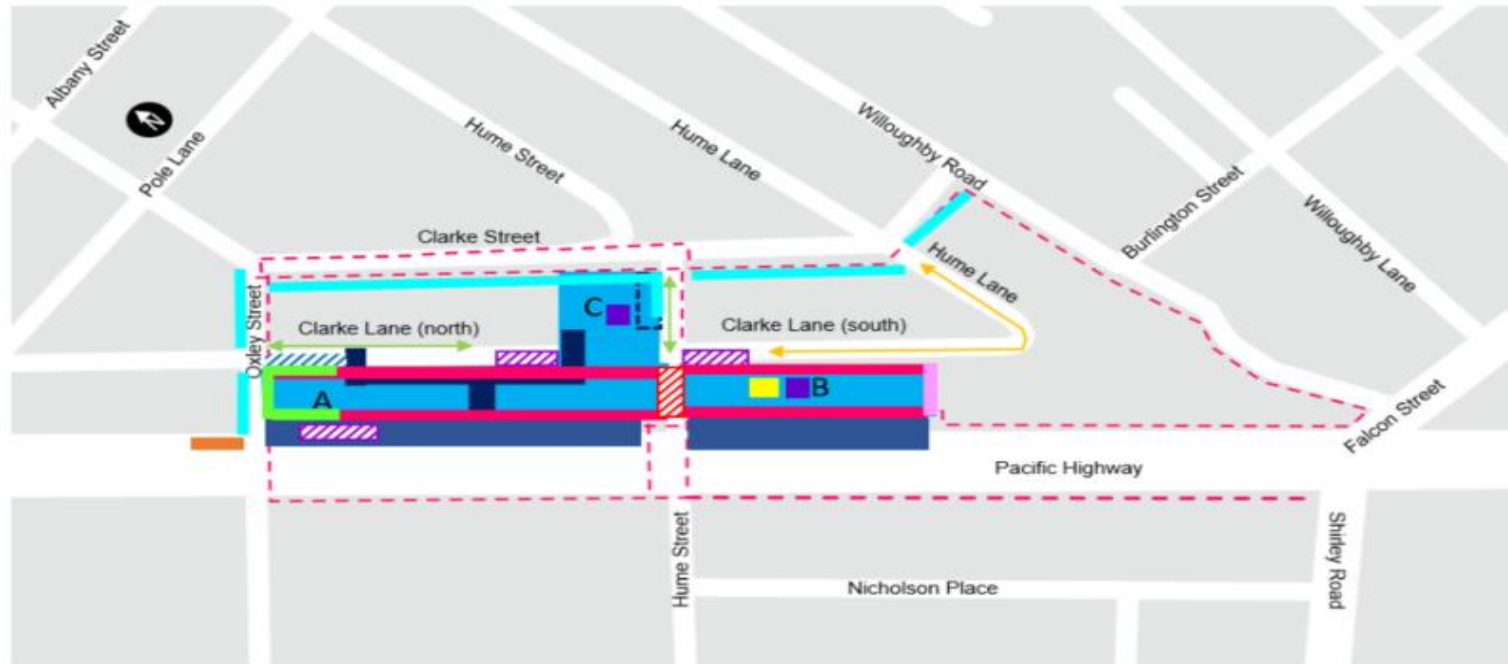
Upcoming out of hours work - Key activities in October 2022

Work taking place outside standard construction hours

Note: for the most part we don't expect to work past 6pm on Saturday and Sunday evenings. We will confirm any changes in our weekly email updates. Please send us your address and email address to receive these updates.

Location	Detail (work may include but is not limited to the following activities)
Within Crows Nest Station site work area (Sites A, B and C as shown in the map overleaf)	<p>From 6am to 7am</p> <ul style="list-style-type: none"> Waterproofing, steel fixing, installation of inground services, concrete pump set up, structural steel, formwork and precast installation. <p>From 6pm to 12 midnight Monday to Friday, 6am to 8am and 6pm to 10pm Saturday and 7am to 10pm Sunday</p> <ul style="list-style-type: none"> Waterproofing, steel fixing, concrete finishing work, installation of inground services and formwork.
	<ul style="list-style-type: none"> Crane lifts of equipment and materials are Monday to Sunday up until 10pm (except for oversize delivery nights). Removal and installation of the smaller tower crane at Site B planned early to mid October and will continue until 7pm. <p>Systems Connect will also be working inside the station box down on the trackway level up to 4am each morning. Given this work area is covered by completed upper levels, no noise impacts are expected. Site lights will remain on and worker lifts will be operational.</p>
Surrounding streets: <ul style="list-style-type: none"> Pacific Highway Clarke Street Clarke Lane Hume Street. 	<p>From 6pm to 12 midnight Monday to Friday and 10pm Saturday and Sunday:</p> <ul style="list-style-type: none"> Low impact activities: Deliveries via delivery lane on the Pacific Highway. Concrete pours up until 10pm via Clarke Lane and the Pacific Highway. Potholing as part of the underground investigation works on Pacific Highway and Oxley Street. <p>From 10pm to 5am the following morning (approved up to four nights a week):</p> <ul style="list-style-type: none"> Delivery of oversize components including precast beams and escalators to the site via Pacific Highway. Exact dates for these overnight deliveries will be communicated in our weekly e-news. Lifting components from transport vehicles into our work area via tower crane. Water main upgrades on Clarke Street. Sydney Water will notify affected properties directly.

October 2022 work area and access map



Legend

- | | |
|---|--|
| Crows Nest Station site work area | ↔ Vehicle access two-way |
| Delivery lane work area and associated lane and footpath closures | → Vehicle access one-way/two way as required |
| Overhead walkway for site access | Traffic control set up for delivery lane operation |
| Scaffolding installation | Location of overhead working platform and storage area |
| Stage one capping beam removal | Mobile crane and concrete pumping area |
| Steel and concrete capping beam | Loading zone and secondary concrete pumping area |
| Footpath detour | Tower crane work areas |
| Underground utility infrastructure upgrade work areas | Escalator installation areas |
| Hume Street (no access) | |

Questions and answers



Sydney Metro City & Southwest

Crows Nest Station Traffic Control Group Meeting



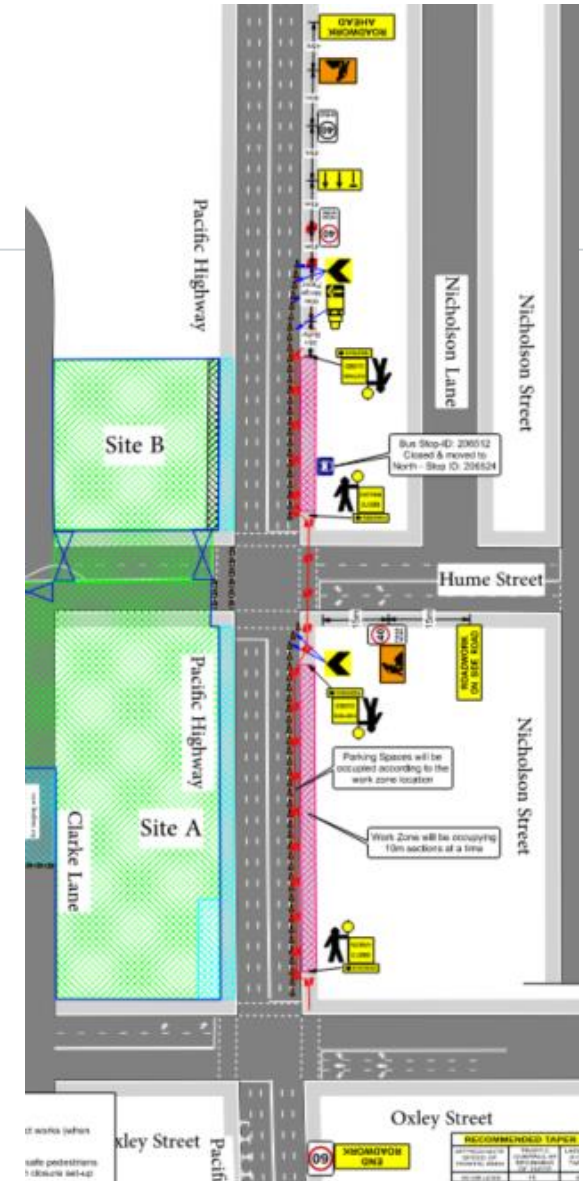
29 November 2023
sydneymetro.info

Agenda

- | | | |
|---|------------------------------------|--|
| 1 | Pacific Highway update | Update on ongoing works - Day and Night |
| 2 | Tower crane removal works | Proposed methodology |
| 3 | Traffic signal work | Work update |
| 4 | Public domain work | Work update |
| 5 | Station awning installation | Dates of work – and proposed methodology activity |
| 6 | Working dates | Site shut down dates December and January |
| 7 | Progress Shots | |
| 8 | Questions | |

Pacific Highway update – Day work

- Work to trench and install 150 meters of new street lighting cable and street light poles along the western and eastern Pacific Highway footpath has commenced on the 22nd.
- Work will take place **7am to 3pm** Monday to Friday and is expected to take up to 12 weeks to complete. Work is being staged to maintain property and pedestrian access. ROL has been approved from TfNSW to occupy the northbound parking lane during these times.



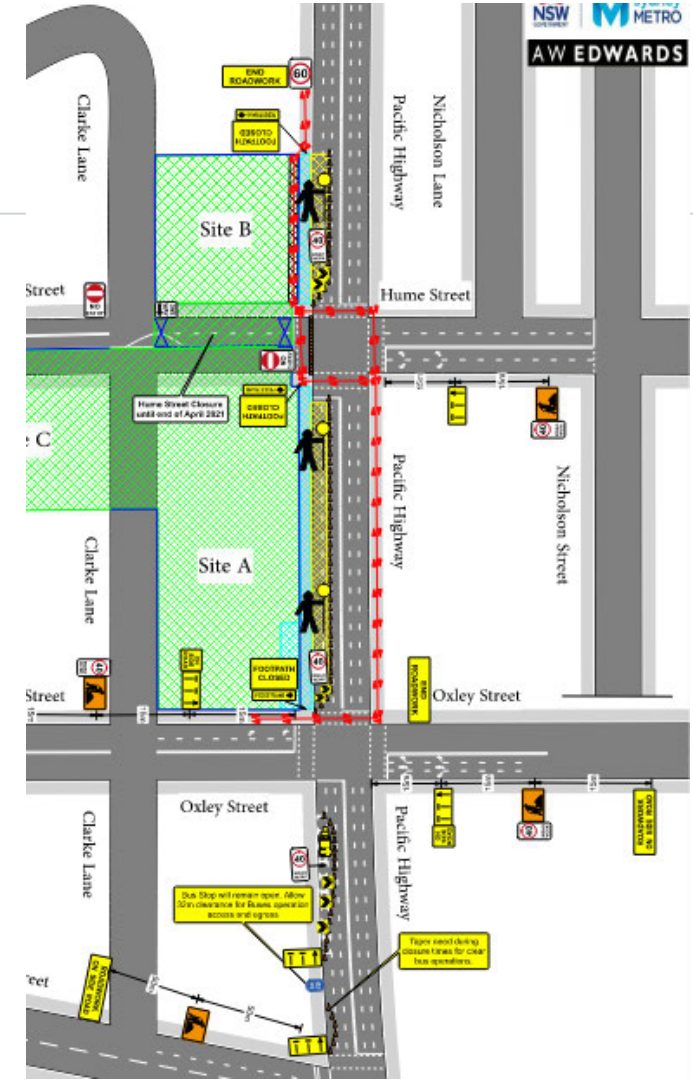
Pacific Highway update – Night work

- The east to west connection involves trenching across Pacific Highway south of the Hume Street intersection at night. This commenced Sunday 19 November. Works will be carried out over two weeks working three nights per week as per approved ROL times. **Delayed due to road asset permit. Expected to commence the 26th.**
- Work to connect new potable water from the east to west side of Pacific Highway also involves trenching across the roadway south of the Oxley Street intersection at nights. This also commenced Sunday 19 November and will be carried out over two weeks working three nights per week as per approved ROL times.



Tower crane removal works

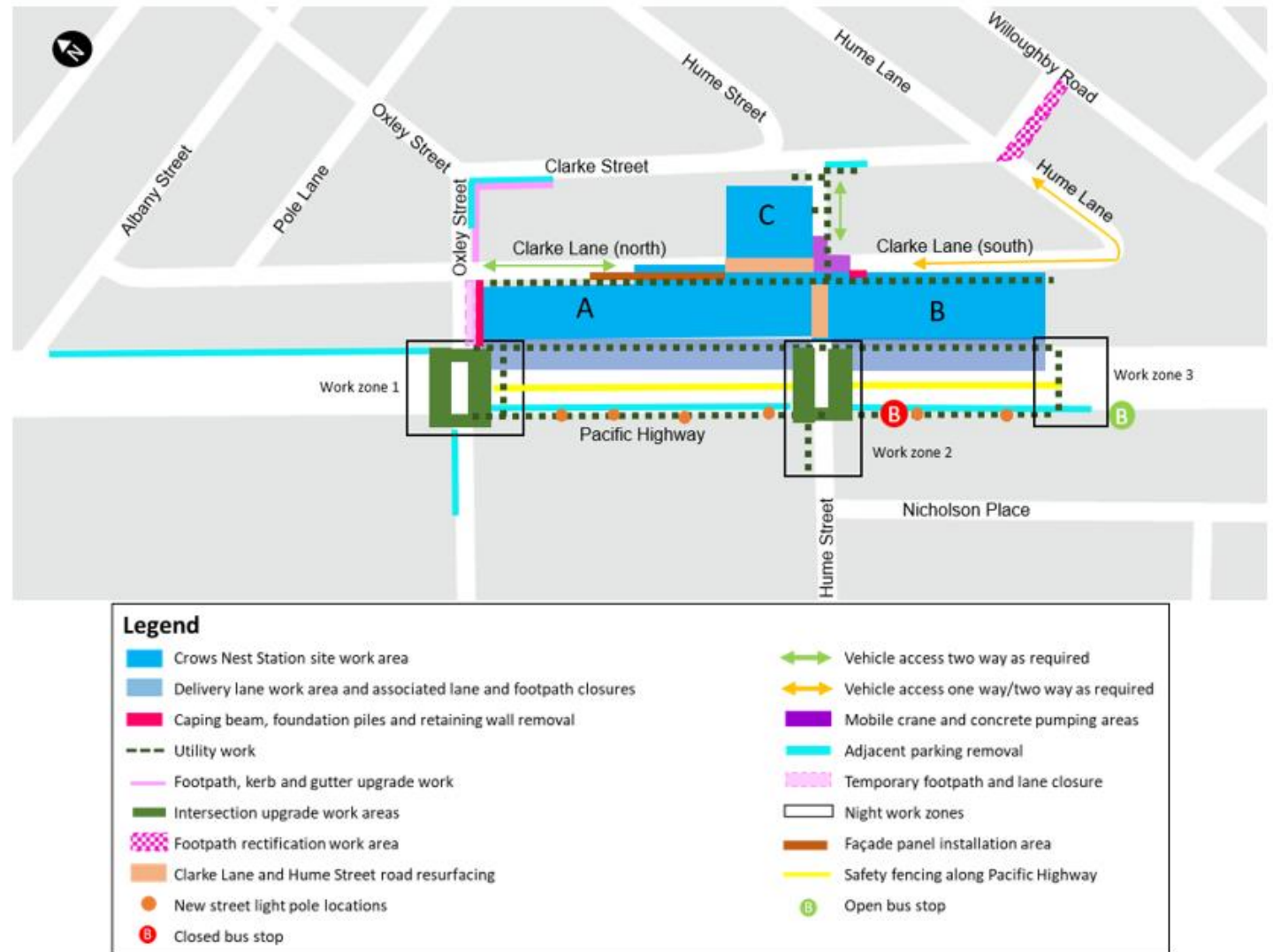
- Approval has been received to continue to use Site B tower crane at night until 10pm. This enables us to continue OSOM deliveries.
- Site B tower crane is expected to be removed in December (dates and exact methodology to be confirmed). Due to the size of the mobile crane used to remove the tower crane, two lanes will be required. Work is expected to take up to four nights to be complete has been approved for this activity.
- The Site C tower crane is also expected to be removed in January. This is expected to occur during the day via Hume Street. Further detail to be confirmed.



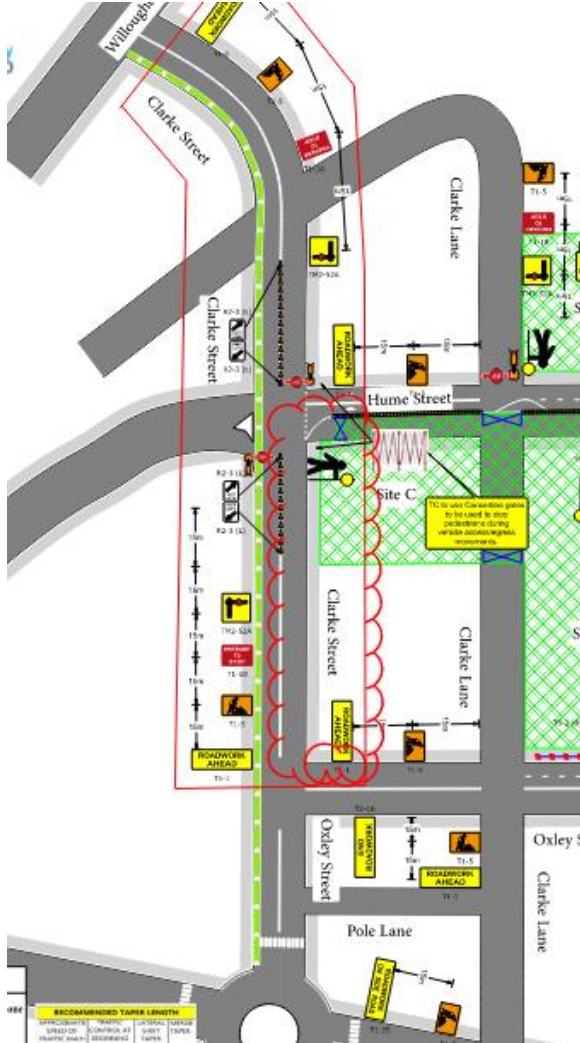
Traffic signal work

- Work will recommence in December after inground services have been installed.
- Four night shifts were completed and there are 60 shifts remaining.

December 2023 and January 2024 work area and access map (diagram not to scale, indicative only)



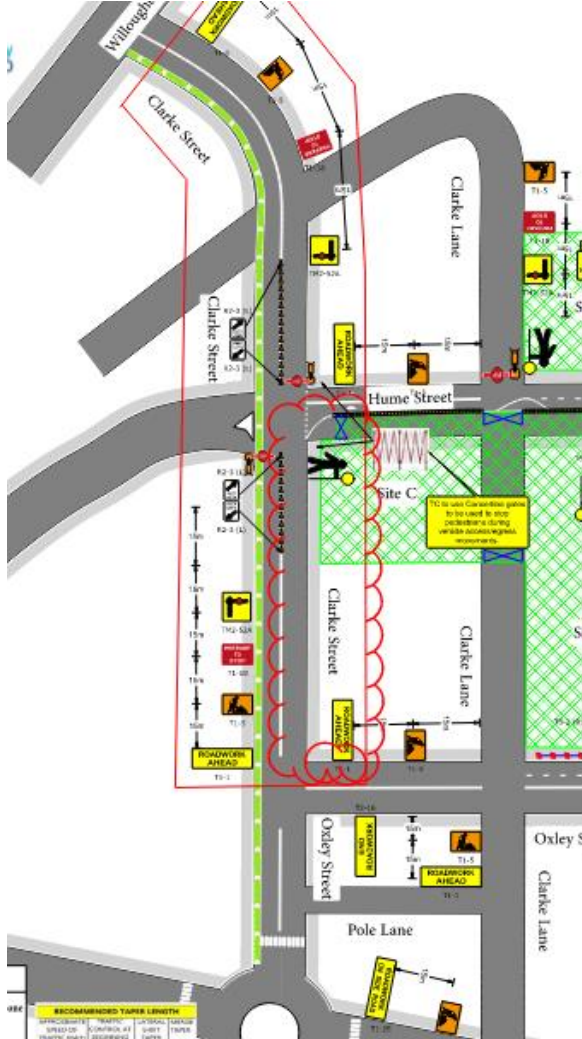
Update on public domain work



- Clarke Street paving work commenced Thursday 16 November adjacent to 20 Clarke Street. Works will be completed in stages travelling south to Oxley Street and is expected to take three weeks to complete.
- To complete this work safely, we require closure of the kerb side lane from **7am to 3pm**. Works will be completed in stages to ensure access and parking is maintained for adjacent properties and pedestrians
- Oxley Street footpath closure was implemented for scaffold removal and will be implemented again for capping beam removal starting Monday 20 November to the west of Clarke Lane. Design issue has been fixed.
- Footpath closure will extend to the east of Clarke Lane from Wednesday 22 November while new in-ground services are trenched between Clarke Street and Clarke Lane. This work is expected to take up to four weeks.

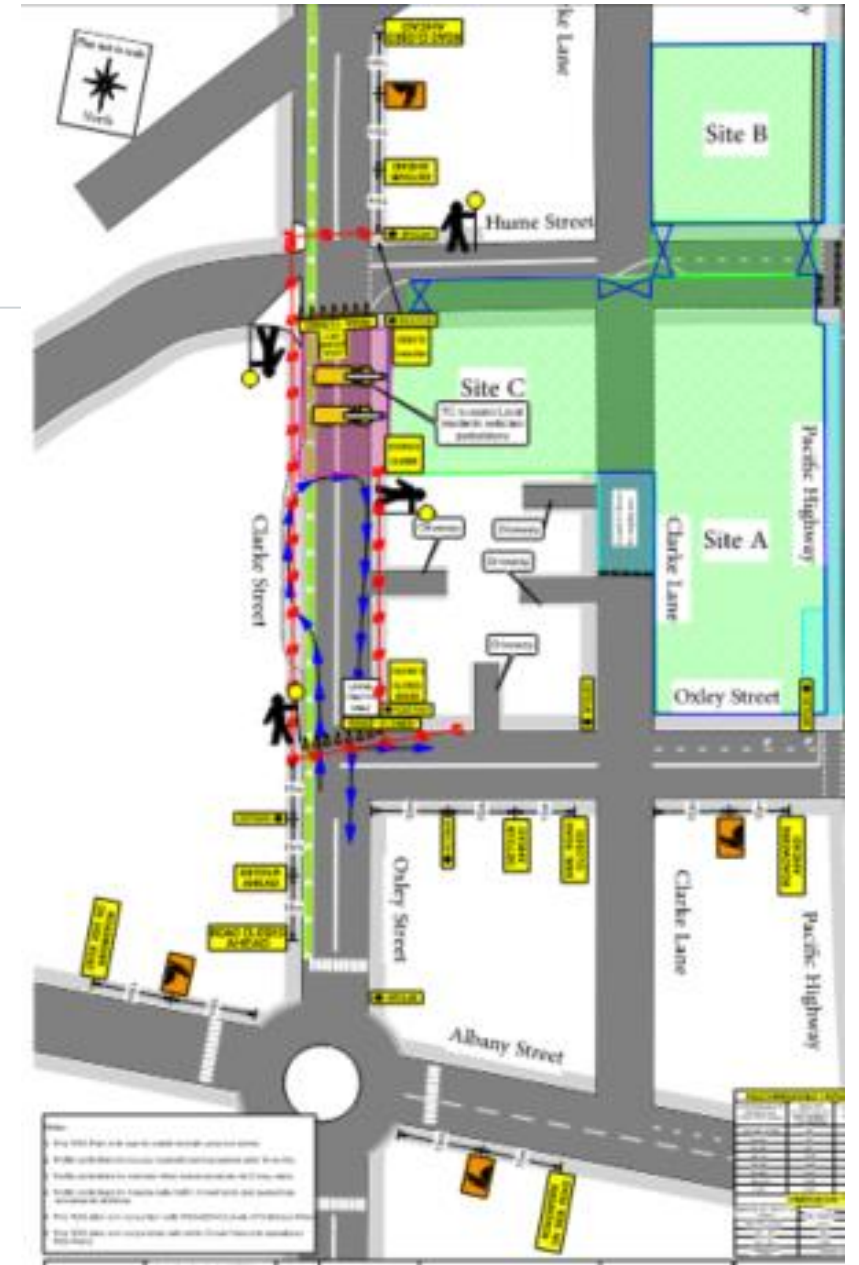
Update on public domain work

- Work to install new stormwater drainage and earthing cables along Hume Street will start Monday 27 November. Work will be staged to maintain access to 10-12 Clarke Street driveway accessible via Hume Street.



Station awning installation

- Station awnings will be installed over the coming months on Clarke Street, Oxley Street and Pacific Highway. This will require full/partial lane closures.
- The first awning is to be installed at the Site C building in December (between 11 and 15 December).
- To complete this work safely, we need to close a section of Clarke Street and detour traffic for one day.
- Parking and access to child care centre kiss and ride and 20 Clarke Street garage will be maintained See TGS mark up for reference.
- Additional locations and traffic set-ups are to be confirmed.



Working dates December and January

The Crows Nest station site will be closed:

- Friday 22 to Tuesday 26 December (inclusive)
 - Friday 29 December 2023 to Tuesday 2 January 2024 (inclusive)
 - Public domain works will resume Monday 8 January 2024.
-
- The Site will be operational Wednesday 27 and Thursday 28 December. This will require use of logistics lane.
 - Estimation of the Return of Hume St Bridge Road Closure is expected to be Mid 2024.

Progress Shots

Exterior works are progressing around the station buildings



Station platform level nearing completion



Questions or feedback



Thank you

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