

# Epping to Chatswood Rail Line

## PROJECT UPDATE

## Welcome to the Epping to Chatswood Rail Line Project Update.

As you may know, the Epping to Chatswood Rail Line is currently under construction. When open in 2008, this new underground rail line will connect Epping to Chatswood via new stations at Macquarie University, Macquarie Park and Delhi Road. It will be fully integrated into the CityRail network and will provide rail access for the first time to the growing area of North Ryde/Macquarie Park.

By providing an alternative path to the Sydney CBD, it will also increase the long-term capacity of the CityRail network and reduce congestion on the busy section of the Western Line between Strathfield and the City.

As part of the NSW Government's restructure of transport agencies, Transport Infrastructure Development Corporation (TIDC) has been created to deliver major transport infrastructure projects, including this rail line.

Inside this Project Update you will find an overview of construction activities currently underway along the route and also the latest information on Epping and Chatswood Stations. If you were a previous subscriber to the newsletter, Link-up, or a recipient of the Construction Update flyers, this Project Update replaces those publications.

We hope you enjoy the new format – it aims to cover construction activities across the entire project as well as other points of interest such as design progress and environmental news. It will be distributed every few months to subscribers and local councils along the route. It will also be available to view online.

**If you have any questions or suggestions about this Update, please call the TIDC Infoline on 1800 684 490.**



## Tunnelling

Since September 2003, excavation of the new line's twin rail tunnels has been underway. Already the Thiess Hochtief Joint Venture (THJV) has excavated over one third of the 12.5km route using two 210 metre-long Tunnel Boring Machines (TBMs).

After being named by local school students at THJV's M2 worksite in Macquarie Park, the TBMs – 'Babs Guulang' (Aboriginal for 'Big Wombat') and 'Running Rosie' – were launched towards Epping. Using their 7.2m diameter rotating cutterheads to carve through the Hawkesbury Sandstone, the TBMs have advanced over 4 kilometres. Typically each TBM is expected to average 35 metres per day, however in a record day one advanced over 65 metres.

Having passed through the Macquarie Park and Macquarie University station caverns, which were excavated previously using roadheader machines, the TBMs are now between Marsfield and Epping. They are scheduled to reach Epping in July.

After reaching Epping, the TBMs will be brought back to the M2 site and re-launched towards Chatswood. Tunnelling is expected to be complete by mid 2005.

Residents are notified in advance of the TBMs approaching their area.

**If you have any questions about the TBMs or tunnelling in your area, please call the THJV Community Relations team on 9087 1400.**

**For further information about the project, please call our Infoline on 1800 684 490 or visit [www.tidc.nsw.gov.au](http://www.tidc.nsw.gov.au)**

# CONSTRUCTION UPDATE



THJV's two new sites near Epping Station – one at Langston Place, the other at High Street – will be used to excavate and construct two permanent services buildings. These buildings will house the plant and equipment needed to run the Station. They will also serve as emergency exit points from the underground areas of the Station. Throughout June, bored piling will be undertaken at the Langston Place site and the High Street site.

As a result of these works, temporary changes have been made to traffic and transport conditions in both Langston Place and High Street, which may be in effect until early 2006. Excavation of the Station's new underground transfer concourse will commence in June from within the rail corridor. These works will involve track and platform closures to provide access to the site during construction. **From 31 May, Platform 1 will be closed for approximately 12 months.** In mid June, RailCorp will extend the northern end of Platforms 2 and 3 and undertake track reconditioning and overhead wire works.

## Epping

Excavation of Epping Station's new underground platform cavern is well advanced, with approximately 95% of roadheader excavation complete. This excavation is due for completion in June - in time for the arrival of the Tunnel Boring Machines. North of the Station, on either side of the Northern Line rail corridor, excavation of the tunnel exit/entry points (known as the tunnel dives) is almost complete. These tunnel dives will provide the link between the new underground line and the surface Northern Line.

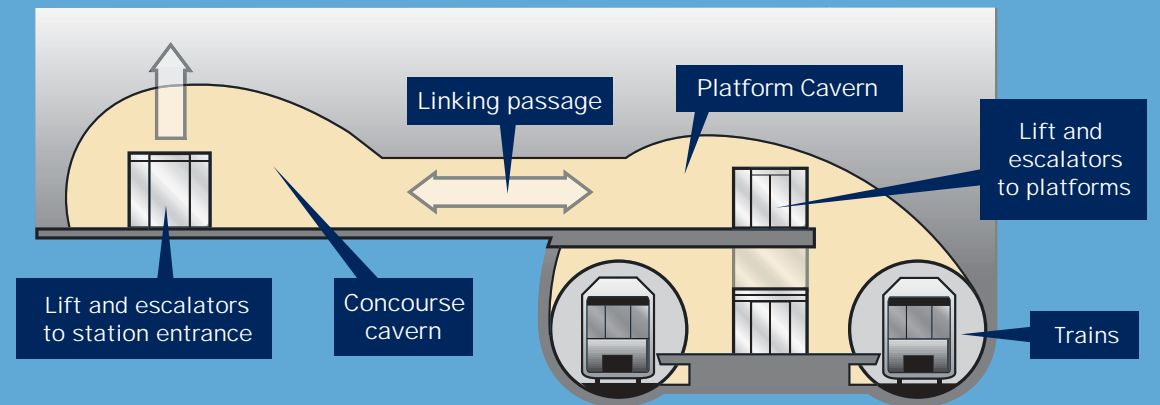
## Construction Hours

- > Tunnelling works: 24-hours
- > Surface works: Monday to Friday, 7am – 6pm  
Saturday, 8am – 1pm

The nature of some construction activities may require work to occur outside these hours. In these instances, the required approvals are sought and local communities are notified in advance of such works commencing.



## New stations' concourse and platform caverns



For each new station, two permanent services buildings are needed to house the equipment to run the station and provide emergency exits.

Note: The Thiess Hochtief Joint Venture (THJV) is responsible for all tunnelling and station excavation works. RailCorp are responsible for all rail works associated with the connection of the new line to the CityRail network.

## Macquarie University Station

Excavation works at the Macquarie University Station sites are now complete. Shotcrete lining, waterproofing and drainage works in the Station cavern are continuing and are due for completion in July. Similar work is underway until early June in the Station's entrance shafts, services building shafts and emergency exit and ventilation passages. These passages lead from the rail tunnels to the services buildings. Once the final lining works are finished, construction of the Station's services buildings and entrances will begin with pre-cast concrete floor slabs being laid.

## Macquarie Park Station

Excavation of the Macquarie Park Station cavern and services building shafts is complete. In July, after the TBMs are pulled back through the platform cavern, construction of a suspended concrete slab will commence inside the Station cavern. This slab will provide access from the Station concourse to the Station platform. Concreting works will also be undertaken in the Station's services building shafts and emergency exit and ventilation passages. Two new work sites have been

established for the Station's two entrances. These are located at the intersection of Waterloo and Lane Cove Roads. Hard rock excavation of the eastern entrance shaft commenced in early May and will continue until approximately September. Excavation of the western entrance shaft will commence in late June and will continue for a similar duration. Bored piling is now underway to provide support to the shaft prior to excavation. Excavators fitted with rock hammers are used for this hard rock excavation.

## Delhi Road Station

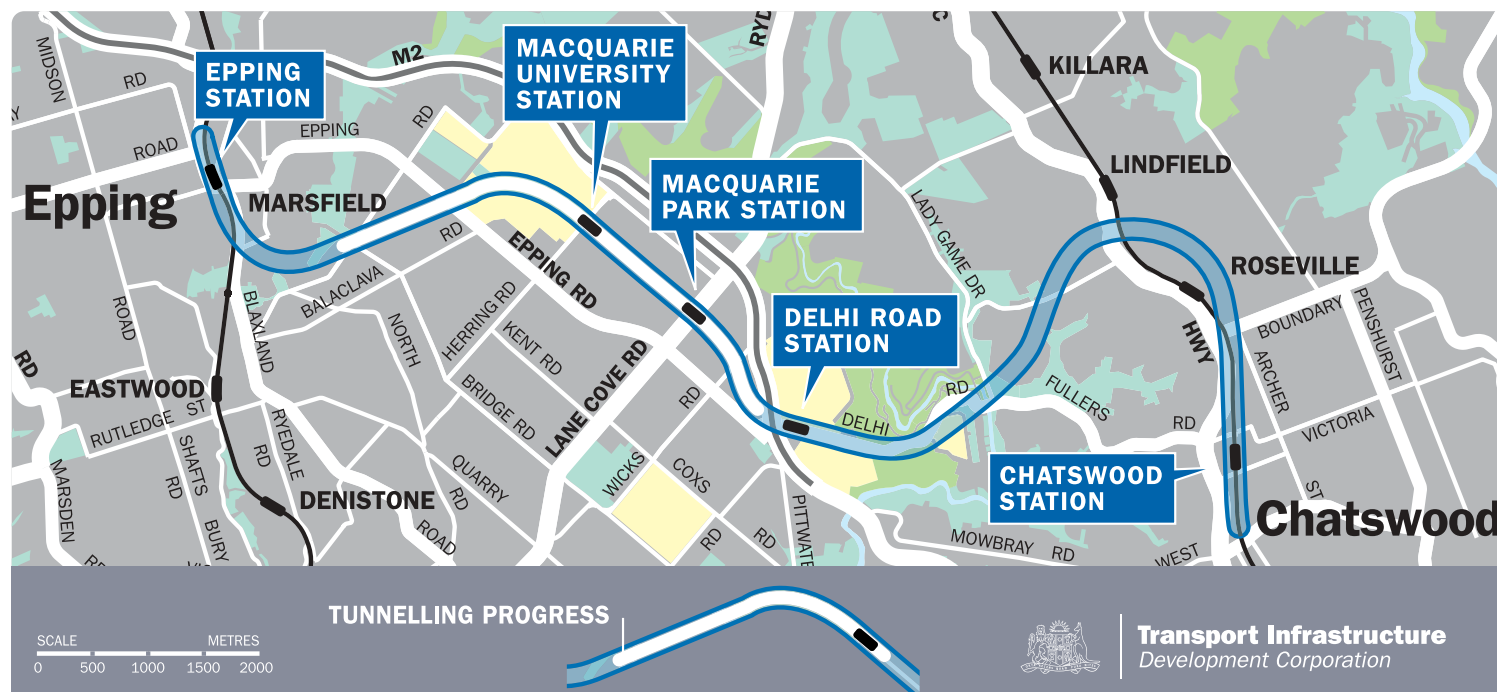
With the bulk of excavation complete on the Delhi Road Station cavern, shotcrete lining and waterproofing of the cavern is now underway. Final excavation of the platform cavern is scheduled to recommence in June following the lining works. Excavation of the Station's entrance commenced in May and will continue until August. This excavation is being undertaken using an excavator fitted with a rock hammer and will occur during daytime hours and within the extended hours of 6pm – 10pm. An extension to working hours for rockbreaking activities has been approved to reduce construction impacts on the daytime operations of Global Studios. The Station's two services building shafts have been excavated completely. Over the coming months, the emergency exit tunnels will be lined and the shafts' concrete floor slabs will be laid.

## Lane Cove River crossing

The first section of the cut and cover tunnel is almost complete. Within the eastern cofferdam (on the Lady Game Drive side of the river), concrete has been poured to form the floor, walls and roof of the tunnel. The cofferdam is now being backfilled. Following this, the supporting piles will be removed and the river diverted to flow over the buried tunnels. The second stage of the cut and cover tunnel continues within the western cofferdam. Excavation within this cofferdam is set to continue until late July. Following this, concreting works will begin. The tunnel is due to be complete in November 2004. Following this, landscaping and rehabilitation will take place. Works are also continuing on the Lady Game Drive Services Facility. This building will house the plant and equipment required to maintain the rail tunnels and systems. It will also serve as an emergency exit point from the tunnels. Pre-cast concrete panels will be progressively assembled to form the structure of this predominantly underground building.

## Chatswood

In March THJV commenced work inside the rail corridor between Wilson and Boundary Streets to construct the tunnel dive. On completion, this tunnel dive will be situated in the centre of the rail corridor and will provide the link between the new underground line and the surface North Shore Line. Bored piling is currently being undertaken between Boundary Street and Ashley Street. These piles will be used to create the retaining walls for the tunnel dive. Piling works are expected to continue until late June. Excavation has started with rock anchors being installed as excavation progresses to provide stability. Construction of the tunnel dive will continue until around mid 2005 in time for the arrival of the Tunnel Boring Machines. RailCorp have commenced upgrading the track and sleepers between Boundary and Wilson Street. Upgrading work commenced in May and is due for completion in July.



**Construction Response Line**  
For urgent enquiries regarding construction in progress, please call our 24-hour Construction Response Line on **1800 775 465**

Maps: To view detailed maps of the project route please visit the website or call the Infoline.

For further information about the project, please call our Infoline on 1800 684 490 or visit [www.tidc.nsw.gov.au](http://www.tidc.nsw.gov.au)

## Epping Station



In June, construction on the new Epping Station will start from within the rail corridor. The new Station and bus interchange will include a new aerial concourse, upgraded surface platforms, an underground transfer concourse and underground platforms.

The new design will improve the flow of pedestrians throughout the Station, enabling them to move easily between the different levels of the Station and between other modes of transport. It will also provide increased capacity for future patronage

growth and better facilities for commuters and staff.

Construction will be undertaken in stages to minimise impacts where possible. Platform 1 will be closed from 31 May 2004 to approximately mid 2005. Platform 2 will then be closed until approximately mid 2006. During these closures, excavation of the underground transfer concourse will take place and the platforms will be significantly upgraded.

Following construction of the new aerial concourse, which will be built to the north of the existing concourse, the existing concourse will be removed.

## Chatswood Station

Chatswood Transport Interchange is to be redeveloped as part of the Epping to Chatswood Rail Line and is required to be operational prior to the start of services in 2008.

An environmental assessment of the concept design has been undertaken and will be on public exhibition from the end of May for 30 days.

Public submissions are welcomed and will be considered during the decision making process.

An information centre has been opened for visitors to get first hand information about the Interchange and the works underway for the Epping to Chatswood Rail Line. The centre is located on the Chatswood Station concourse, next to the ticketing booths and is open on weekdays from 9.00am to 5.00pm.

### ENVIRONMENTAL UPDATE

Approximately 1.8 million tonnes of soil and rock has been generated from the TBM and station cavern excavations to date and nearly 2 million tonnes are left to go.

100% of this material has so far been reused or recycled, with the majority currently being used in the construction of the Westlink M7 as roadway and pavement fill.

Normally, pavement and roadway fill would need to be excavated from local



quarries, so this has been a great outcome for the environment.

Regular monitoring of threatened species in the vicinity of construction works has revealed that a pair of Powerful Owls nesting in the vicinity of the Lady Game Drive works have produced a

healthy owlet in the breeding season and that other owls are calling in the Lane Cove Valley area.

Regular monitoring of the flora and fauna in the vicinity of all sites will continue to be undertaken by professional ecologists.

If English is not your first language and you would like to use a telephone interpreter service, please contact 131 450 and ask them to call TIDC on 9895 2800.



**Transport Infrastructure**  
Development Corporation

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