



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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Prepared for:	Sydney Metro
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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 mod
Mod 2 Central Walk mod
Mod 3 Martin Place Station mod
Mod 4 Sydenham Station and Sydney Metro Trains Facility South mod

Date of determination:

Infrastructure Approval date 09 January 2017
Modification 1 Approval date 18 October 2017
Modification 4 Approval date 13 December 2017
Modification 2 Approval date 21 December 2017
Modification 3 Approval date 22 March 2018
Consistency Assessment Barangaroo Traction Substation (TfNSW 7 Approved 9 May 2017)
Consistency Assessment Protection of High Street Cutting (TfNSW 9 Approved 6 September 2017)
Consistency Assessment Barangaroo Utilities Augmentation (TfNSW 10 Approved 11 December 2017)
Consistency Assessment Barangaroo Temporary Additional Land (TfNSW 23 Approved 11 October 2017)
Consistency Assessment Barangaroo Northern Shaft (TfNSW 20 Approved 14 March 2018)

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham component of Sydney Metro City and Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations will be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground metro platforms provided at Central Station. Given the modifications that have been approved, CSSI Approval No. 15_7400 is now approved to operate to Sydenham Station and also includes the upgrade of Sydenham Station and the delivery of Central Walk.

Tunnel boring machines would be used to excavate the twin tunnels. It was anticipated that tunnelling would occur from three (3) tunnel boring machine launch and support sites as follows:

- A site in Chatswood (south of Chatswood Station and north of Mowbray Road), referred to as the Chatswood dive site (northern)
- A site in Marrickville (north of Sydenham Station and south of Bedwin Road), referred to as the Marrickville dive site (southern)
- A site at the proposed Barangaroo Station for the crossing of Sydney Harbour (Barangaroo Station construction site)

Barangaroo Station Construction Site

The concept Barangaroo Station construction site was assessed on the expectation that it would cover approximately 13,800 square metres within the road reserve of Hickson Road and the adjacent Barangaroo development area. The area has since increased through construction licence from Barangaroo Delivery Authority (BDA) and consistency assessments were prepared to assess the additional temporary construction land as referenced in the list of consistency assessments above. The changes addressed in the consistency assessments have been developed having regard to the interface with the development of BDA lands and the construction methodology developed by the contractor.

The site was assessed and approved to:

- Launch and support the tunnel boring machine (TBM) for the Sydney Harbour crossing drive to Blues Point
- Retrieve the cutter heads and shields of the two (2) TBMs driven from the Marrickville dive site
- Carry out the excavation and construction of Barangaroo Station
- Access to and egress from the Barangaroo site was identified as being via Hickson Road.

The location and indicative layout of the Barangaroo Station construction site is illustrated in the Environmental Impact Statement (EIS) Figure 7-13.

Station excavation and construction

The station would be constructed using a cut-and-cover technique, resulting in 145,000 cubic metres of spoil. The cut-and-cover work underneath Hickson Road was identified as requiring management to generally maintain one (1) traffic lane in each direction, with the exception of some full road closures at night. Barangaroo Station was assessed and approved to have an acoustic shed covering the excavation.

Barangaroo crossover cavern

The Barangaroo track crossover cavern would be located approximately 25m underground to the north of Barangaroo Station and would be around 230 metres long, 12 metres high and 20 metres wide. The location of the track cross-over is shown on Figure 3-1 of the Submissions and Preferred Infrastructure Report (SPIR).

Construction of the cross-over would be carried out from the Barangaroo Station construction site. This would involve:

- Excavation of the cavern using road headers
- Lining of the cavern to form a tanked structure
- Fit-out of the cavern with track, mechanical and electrical equipment.

Tunnel boring machine (TBM) launch and support

The northern section of the Barangaroo construction site was assessed and approved to be excavated to enable assembly and launch of the (TBM) for the harbour crossing drive to Blues Point. Excavation uses traditional methods including rock sawing and excavator and rock hammer. These works occur within an acoustic shed to minimise noise impacts at nearby sensitive receivers. Spoil is lifted out in a kibble by the gantry crane which would be fixed to the frame of the acoustic shed. Stability of the acoustic shed is ensured through the use of rock bolts which are embedded into the surrounding rock below ground. None of these below ground rock bolts are visible.

The harbour crossing TBM is driven from the Barangaroo temporary northern shaft about one kilometre to the north to the Blues Point temporary site where the cutter heads and shields would be retrieved and transported back to the Barangaroo temporary northern shaft. The remaining components (including support services) would be pulled back to Barangaroo through the tunnel. The TBM would be re-assembled to carry out the excavation of the second tunnel under Sydney Harbour. The cutter heads and shields would then be retrieved through the Blues Point temporary site and the remaining components (including support services) pulled back through the tunnel and retrieved from the Barangaroo temporary northern shaft.

The site was identified as requiring TBM support services including high voltage power supply, water supply, fresh air ventilation, grout batching plant, drainage and water treatment, workforce facilities, spoil storage and removal, and storage and introduction of pre-cast concrete lining elements. The site would also require a separation treatment plant to remove excavated spoil from the slurry mixture and to re-circulate the slurry material to the cutting face. The separation plant would only be required when the TBM is operating in a 'slurry mode' through the non-rock section of the drive. About 90,000 cubic metres of spoil would be removed through the site from the tunnelling works.

Program

The overall program for delivery of the Sydney Metro City & Southwest Chatswood to Sydenham project was identified as seven (7) years with the project expected to be opened to the public in 2024, Enabling works (preliminary construction activities required to facilitate substantial construction) commenced during 2017, with substantial construction of the project commencing early 2018.

The indicative construction program specific to Barangaroo is outlined in Table 7-12 of the EIS. Barangaroo is a particularly important site in the delivery of the project given its role in driving TBMs under the harbour, as well as a retrieval site for the TBMs being driven from the southern sites.016

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 (SPIR) (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 and SPIR and the Infrastructure Approval as modified.

2.0 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 Submission and Preferred Infrastructure Report (SPIR) noted that TfNSW would continue to work with the Barangaroo Delivery Authority (BDA) to ensure that critical station and rail infrastructure is fully integrated within the Central Barangaroo locality and development, and addresses design challenges associated with Barangaroo Station and optimising heritage outcomes, the public domain response and station and development outcomes. It also stated that the temporary occupation of construction areas within Central Barangaroo could impact on the staging of that development and that the final configuration of construction activities within Central Barangaroo would be determined in consultation with BDA with the objective of minimising disruption to construction staging within the precinct.

As part of this commitment to consult with BDA to minimise disruption to construction staging within the Central Barangaroo locality and minimise construction staging impacts, Transport for NSW propose the following additional temporary land lease:

SA-H21 - TSE Extra Land (from June 2018 until approx. March 2019): For storage of materials and assembly of equipment (until December 2019). Following storage of precast segments will also be stored in this area during harbour crossing operations. This will involve heavy machinery and associated equipment working from Block 7 to expand across the additional site.

The current public walkway which traverses between Block 7 and SA-H21 will be located to the east side of Hickson Road following the installation of a traffic crossing at the northern end of the site. The relocation of the public walkway is being undertaken independently of the use of the additional land.

The scope and methodology of the construction activities at Barangaroo Station will not change due to the addition of the SA-H21 to the construction site. However, the location of the current laydown yard will be moved to the new area. There would be no change to the duration of work, working hours, machinery or staffing levels.

See Appendix A for a map of the Barangaroo Construction Site Access including additional temporary construction area SA-H21

3.0 Timeframe

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

Use of the proposed extra land will commence from June 2018 until December 2019.

4.0 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.

Barangaroo Station is located between Hickson Road and Nawi Cove/Sydney Harbour, within the suburb of Barangaroo and to the north of the Central Barangaroo development. The proposed construction site access would be located on Lot 101, DP 1204946, SA-H21.

5.0 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 site is located between Barangaroo Reserve and the Central Barangaroo development, to the west of Hickson Road. The site is a hardstand area which was previously used for laydown during the construction of the Barangaroo development. The site does not contain any vegetative growth and is separated from the waterway by the current Barangaroo Station construction site access. Surrounding land use is for laydown areas and ancillary facilities to service both the Barangaroo Central Development and the construction of Barangaroo Station.

Residential properties are not directly adjacent to the site but are located on High Street to the east of the construction site.

6.0 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 SPIR requires that TfNSW's final configuration of construction activities within Central Barangaroo is to be determined in consultation with BDA with the objective of minimising disruption to construction staging within the precinct.

A Detailed Site Investigation of the Barangaroo Station site has indicated the potential for restricted solid waste, general solid waste and acid sulphate soils (ASS) / potential acid sulphate soils (PASS) to be excavated during construction. Subsequent to these findings a Remediation Action Plan (RAP) has been developed and implemented onsite to ensure that all wastes are managed appropriately. Mitigation measures within the RAP include ensuring that the size of stockpiles are conservative with materials excavated from different areas, or different soil profiles being stockpiled separately and not mixed.

These constraints on the management of excavated material have resulted in the majority of the laydown yard to be used for soil management. This is restricting the amount of space left for material laydown and safe designated walkways. The introduction of an additional area for the laydown of materials would enable soil to continue to be managed in accordance with the RAP, while locating the laydown yard at a safe distance away from operational earthmoving equipment.

Although it is expected that the contractor continues to manage soil appropriately and safe access is provided to the laydown yard, the inclusion of additional land would assist the project in achieving these goals while mitigating the risk associated with plant and pedestrian interfaces.

7.0 Environmental Benefit

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

The environmental benefits of the additional area are associated with supporting the contractor to manage excavated material in accordance with the RAP which is a process required by Condition E68 and E69 of the Conditions of Approval. If SA-H21 is included in the Barangaroo Station construction site then the additional space would enable the laydown yard to be relocated away from operational earthmoving equipment which in turn would provide ample space for the separation of stockpiles during the classification process.

Through the appropriate management of potentially contaminated material the risk of the works causing environmental harm is minimised.

8.0 Control Measures

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

No, a site specific CEMP is not required, the works area would be adequately covered by the existing contractors CEMP.

9.0 Climate Change Impacts

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

The works area is temporary only, and as such would not be impacted by the effect of climate change.

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 in addition to project COA and REMMs	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 vibration	The construction noise and vibration impacts would be consistent with those identified in the EIS. The equipment used and activities assessed would be the same, however the works would be spread out over a larger area. This area is currently used by BDA for their development and therefore there is no change from the current land use.	Noise and vibration impact would be managed in accordance with the contractors CEMP and the conditions of approval. No additional mitigation measures would be required.	Y	Y	
Indigenous heritage	The temporary use of this land does not go below the ground surface and therefore no potential to impact Aboriginal Heritage. Additionally, there are no known above ground heritage items.	No additional mitigation measures would be 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
Non-indigenous heritage	<p>Whilst the precinct surrounding these works is heritage listed, these works would not have an impact to any known heritage items or places.</p> <p>Additionally, the temporary use of this land does not go below the ground surface and therefore no potential to impact Non-Aboriginal archaeology.</p>	No additional mitigation measures would be required.	Y	Y	
Community and stakeholder	<p>The additional area was previously used for the laydown of materials during the construction of the Barangaroo development.</p> <p>The temporary occupation of this space for construction of Barangaroo Station would have negligible impact on the community and other stakeholders.</p>	<p>The impact is temporary and aligns with the current land use.</p> <p>Works would be undertaken in accordance with the Sydney Metro Community Communication Strategy including notifications about changes to pedestrian routes.</p>	Y	Y	
Traffic	No changes to site access/ traffic management are proposed due to the occupation of the additional area.	No additional measures required.	Y	Y	
Waste	The temporary occupation of the additional area would enable the laydown yard to be relocated away from operational earthmoving equipment which in turn would improve both safety and the management of excavated material by providing ample space for the separation of people/plant and stockpiles during construction.	No additional measures required.	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Social	As above for Community and Stakeholder.	No additional measures required.	Y	Y	
Economic	No change from approved project.	No additional measures required.	Y	Y	
Visual	The temporary occupation of the additional area would not result in additional impact on the visual amenity of Barangaroo Reserve, Wulgul Walk and the foreshore areas than is currently associated with the 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	The temporary occupation of additional area is aligned with the previous use of this site.	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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	-
Water	NA	NA		Y	-
Air quality	NA	NA		Y	-
Noise vibration	NA	NA		Y	-
Indigenous heritage	NA	NA		Y	-
Non-indigenous heritage	NA	NA		Y	-
Community and stakeholder	NA	NA		Y	-
Traffic	NA	NA		Y	-
Waste	NA	NA		Y	-
Social	NA	NA		Y	-
Economic	NA	NA		Y	-

(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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	NA	NA		Y	-
Urban design	NA	NA		Y	-
Geotechnical	NA	NA		Y	-
Land use	NA	NA		Y	-
Climate Change	NA	NA		Y	-
Risk	NA	NA		Y	-
Other	NA	NA		Y	-
Management and mitigation measures	NA	NA		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 additional construction land is temporary only. 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 temporary change to the construction site access at Barangaroo Station 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 temporary changes to the construction site access at Barangaroo Station would be consistent with the objectives and functions of the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No new environmental impacts are anticipated as a result of the temporary increase in construction site access at Barangaroo Station.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works at Barangaroo Station 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 additional temporary construction site access 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 at Barangaroo Station 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.

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: Emily Russell

Signature:

Title: Environmental Officer

Company: TfNSW

Date: 26.06.2018

Environmental Representative Review

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

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

Name: Jo Robertson

Signature:

Title: Alternate Environmental Representative

Date: 26 June 2018

This section is for Sydney Metro only.

Application supported and submitted by

Name: Yvette Buchli

Date: 26/6/18

Title: Environmental Planning Manager

Comments:

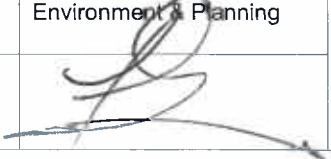
Signature: *Buchli*

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:	<i>FIL CERONE</i>	Date:	<i>27/6/18</i>
Title:	Director Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Unclassified

Sydney Metro – Integrated Management System (IMS)

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Appendix A Barangaroo Construction Site Access

COORDINATE TABLE				COORDINATE TABLE				COORDINATE TABLE			
Area	Point	Easting	Northing	Area	Point	Easting	Northing	Area	Point	Easting	Northing
SA-H1	SA-H001	333719.72	6251945.37	SA-H6	SA-H036	333746.11	6252171.18	SA-H17	SA-H005	333726.05	6251821.44
	SA-H004	333728.54	6251830.41		SA-H040	333757.80	6252165.78		SA-H006	333717.06	6251940.86
	SA-H007	333720.04	6251941.08		SA-H041	333751.37	6252152.73		SA-H008	333681.93	6251938.23
	SA-H011	333719.03	6251954.31		SA-H042	333748.77	6252146.15		SA-H008	33681.62	6251942.34
	SA-H026	333714.59	6252012.17		SA-H043	333746.47	6252138.45		SA-H012	333631.00	6251938.32
	SA-H030	333713.79	6252022.73		SA-H044	333738.94	6252091.88		SA-H103	333630.96	6251821.97
	SA-H032	333712.39	6252042.88		SA-H045	333728.50	6252078.82		SA-H088	333567.16	6251948.03
	SA-H033	333712.28	6252042.42		SA-H046	333749.14	6251952.27		SA-H104	333565.44	6251954.84
	SA-H034	333719.73	6252072.70		SA-H047	333757.81	6251838.92		SA-H105	333627.54	6251970.50
	SA-H035	333717.17	6252100.71		SA-H100	333746.70	6251838.08		SA-H105	333627.54	6251970.50
	SA-H036	333717.12	6252102.10		SA-H101	333728.44	6252082.10		SA-H105	333627.54	6251970.50
	SA-H037	333717.09	6252104.92		SA-H103	333638.96	6251945.01		SA-H105	333627.54	6251970.50
	SA-H038	333738.35	6252177.77		SA-H104	333643.54	6251948.31		SA-H105	333627.54	6251970.50
	SA-H039	333740.11	6252171.16		SA-H105	333653.84	6251949.84		SA-H105	333627.54	6251970.50
	SA-H047	333757.81	6251838.92		SA-H106	333638.06	6251944.79		SA-H105	333627.54	6251970.50
SA-H2	SA-H048	333758.29	6251832.54	SA-H107	333638.07	6251986.78	SA-H105	333627.54	6251970.50		
	SA-H100	333746.70	6251838.08	SA-H108	333653.15	6251970.77	SA-H105	333627.54	6251970.50		
	SA-H101	333728.44	6252082.10	SA-H109	333761.63	6251780.21	SA-H105	333627.54	6251970.50		
	SA-H106	333718.42	6252067.37	SA-H050	333783.92	6251780.21	SA-H105	333627.54	6251970.50		
	SA-H015	333638.06	6251944.79	SA-H051	333784.40	6251786.16	SA-H105	333627.54	6251970.50		
	SA-H017	333638.07	6251986.78	SA-H052	333785.82	6251786.25	SA-H105	333627.54	6251970.50		
	SA-H059	333625.42	6251841.80	SA-H053	333782.79	6251788.03	SA-H105	333627.54	6251970.50		
	SA-H060	333614.81	6251847.16	SA-H054	333780.72	6251767.75	SA-H105	333627.54	6251970.50		
	SA-H061	333568.50	6251835.45	SA-H055	333759.14	6251788.82	SA-H105	333627.54	6251970.50		
	SA-H082	333546.27	6251901.88	SA-H002	333728.54	6251830.41	SA-H105	333627.54	6251970.50		
	SA-H063	333585.81	6251726.27	SA-H048	333758.29	6251832.54	SA-H105	333627.54	6251970.50		
	SA-H064	333543.07	6251718.98	SA-H049	333761.63	6251780.21	SA-H105	333627.54	6251970.50		
	SA-H085	333526.90	6251854.35	SA-H053	333762.79	6251786.03	SA-H105	333627.54	6251970.50		
	SA-H086	333522.93	6251899.18	SA-H054	333780.72	6251767.75	SA-H105	333627.54	6251970.50		
	SA-H087	333564.58	6251958.21	SA-H055	333759.14	6251788.82	SA-H105	333627.54	6251970.50		
SA-H088	333567.16	6251848.03	SA-H008	333681.93	6251938.23	SA-H105	333627.54	6251970.50			
SA-H3	SA-H104	333585.44	6251954.84	SA-H010	333680.95	6251951.28	SA-H105	333627.54	6251970.50		
	SA-H106	333627.53	6251963.99	SA-H012	333631.00	6251938.32	SA-H105	333627.54	6251970.50		
	SA-H113	333548.98	6251877.54	SA-H013	333638.96	6251945.01	SA-H105	333627.54	6251970.50		
	SA-H010	333680.95	6251951.28	SA-H014	333643.54	6251948.31	SA-H105	333627.54	6251970.50		
	SA-H015	333653.84	6251949.84	SA-H015	333653.84	6251949.84	SA-H105	333627.54	6251970.50		
	SA-H019	333662.06	6251975.03	SA-H001	333719.72	6251945.37	SA-H105	333627.54	6251970.50		
	SA-H020	333679.46	6251971.24	SA-H008	333681.93	6251938.23	SA-H105	333627.54	6251970.50		
	SA-H021	333688.03	6251971.88	SA-H010	333680.95	6251951.28	SA-H105	333627.54	6251970.50		
	SA-H022	333686.68	6251989.90	SA-H011	333719.03	6251954.31	SA-H105	333627.54	6251970.50		
	SA-H024	333689.37	6252008.55	SA-H011	333719.03	6251954.31	SA-H105	333627.54	6251970.50		
	SA-H025	333701.66	6252011.20	SA-H114	333831.06	6251886.707	SA-H105	333627.54	6251970.50		
	SA-H026	333714.59	6252012.17	SA-H001	333719.72	6251945.37	SA-H105	333627.54	6251970.50		
	SA-H027	333872.03	6251995.01	SA-H005	333726.05	6251821.44	SA-H105	333627.54	6251970.50		
	SA-H028	333679.81	6252009.18	SA-H006	333681.93	6251938.23	SA-H105	333627.54	6251970.50		
	SA-H029	333689.03	6252020.80	SA-H007	333720.04	6251841.08	SA-H105	333627.54	6251970.50		
SA-H030	333713.79	6252022.73	SA-H008	333681.93	6251938.23	SA-H105	333627.54	6251970.50			
SA-H4	SA-H102	333686.78	6251979.70	SA-H009	333681.93	6251942.34	SA-H105	333627.54	6251970.50		
	SA-H010	333680.95	6251951.28	SA-H002	333729.23	6251821.42	SA-H105	333627.54	6251970.50		
	SA-H011	333719.03	6251954.31	SA-H004	333728.54	6251830.41	SA-H105	333627.54	6251970.50		
	SA-H020	333679.46	6251971.24	SA-H005	333726.05	6251821.44	SA-H105	333627.54	6251970.50		
	SA-H021	333688.03	6251971.88	SA-H006	333717.06	6251940.86	SA-H105	333627.54	6251970.50		
	SA-H022	333686.68	6251989.90	SA-H007	333720.04	6251841.08	SA-H105	333627.54	6251970.50		
	SA-H024	333689.37	6252008.55	SA-H008	333681.93	6251938.23	SA-H105	333627.54	6251970.50		
	SA-H025	333701.66	6252011.20	SA-H009	333681.93	6251942.34	SA-H105	333627.54	6251970.50		
	SA-H026	333714.59	6252012.17	SA-H010	333680.95	6251951.28	SA-H105	333627.54	6251970.50		
	SA-H027	333872.03	6251995.01	SA-H011	333719.03	6251954.31	SA-H105	333627.54	6251970.50		
	SA-H028	333679.81	6252009.18	SA-H012	333631.00	6251938.32	SA-H105	333627.54	6251970.50		
	SA-H029	333689.03	6252020.80	SA-H013	333638.96	6251945.01	SA-H105	333627.54	6251970.50		
	SA-H030	333713.79	6252022.73	SA-H014	333643.54	6251948.31	SA-H105	333627.54	6251970.50		
	SA-H031	333685.83	6252040.91	SA-H015	333653.84	6251949.84	SA-H105	333627.54	6251970.50		
	SA-H032	333712.39	6252042.88	SA-H016	333638.06	6251944.79	SA-H105	333627.54	6251970.50		
SA-H033	333712.28	6252042.42	SA-H017	333638.07	6251986.78	SA-H105	333627.54	6251970.50			
SA-H107	333695.85	6252041.82	SA-H018	333653.15	6251970.77	SA-H105	333627.54	6251970.50			

Curve Table

Curve ID	Chord Bearing	Chord Length	Arc Length	Radius
1	215°12'45"	72.25	76.47	55.51
2	89°08'15"	4.86	4.88	117.38
3	193°04'01"	91.64	92.94	168.92
4	196°04'05"	75.89	76.52	172.37
5	220°44'35"	3.58	3.61	4.24
6	34°27'00"	16.83	15.33	21.88
7	354°02'22"	28.22	28.93	23.85
8	288°44'55"	16.17	16.91	16.62
9	24°31'25"	22.33	23.15	25.88
10	64°24'38"	9.88	9.98	25.88
11	215°31'45"	4.826	4.868	31.58

The Areas that are depicted in the drawings exclude any part of the Lease Area for the Substratum Lease. These are shown in the plan attached to Schedule 4.

P 13.06.2018 Area H10 at Barangaroo O 23.05.2018 Minor amendment R 2.03.2018 Amendment on SA-H116 L 26.06.2017 Reduce size of SA-H12 R 07.08.2017 Reduce size of SA-H118	SAG MGL MUE SAG MUE MUE SAG MUE MUE SAG MUE MUE SAG MUE MUE	NOT TO SCALE MGA MUE MUE	LEGEND ● Coordinate identifier □ Area boundary □ Project Site - unlimited in height and depth ■ PROPERTY BOUNDARY ■ DEVELOPER BOUNDARY	NOTES: THE DRAFT COORDINATES AS DESIGNATED ON THIS PLAN ARE BASED ON UNREGISTERED PLANS OF SURVEY PREPARED BY RPS. COORDINATES ARE SUBJECT TO PLAN EXAMINATION AND REGISTRATION AT LAND TITLE OFFICES	DATE OF SURVEY DATE OF PLAN DATE OF SURVEY DATE OF PLAN DATE OF SURVEY DATE OF PLAN	SYDNEY METRO SITE AND SOUTH WEST BARANGAROO SITE ACCESS AREAS PR124856 P1 2 of 2 A1
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