Consistency Assessment Approval Form

Existing Approved Project
Planning approval reference details (Application/Document No. (including modifications)): SSI_7400 Sydney Metro Chatswood to Sydenham
Date of determination: 9th April 2017
Type of planning approval: Critical State Significant Infrastructure

Description of existing approved project:

The current Sydney Metro network consists of Sydney Metro Northwest (previously known as the North West Rail Link) and Sydney Metro City & Southwest. The proposed Sydney Metro City & Southwest comprises two core components:

- Chatswood to Sydenham project, comprising 16.5 kilometre of new metro rail between Chatswood and Sydenham, including 15.5 kilometres of new twin railway tunnels under Sydney Harbour and the Sydney CBD (approved by Minister 9 January 2017 and the project relevant to this consistency assessment).
- Sydenham to Bankstown upgrade, comprising an upgrade of the existing 13.5 kilometre railway from Sydenham Station to Bankstown station and conversion to metro standards. (subject to a separate planning approval process.)

The key components of the Chatswood to Sydenham project include:

- Realignment of T1 North Shore Line surface track within the existing rail corridor between Chatswood Station and Brand Street, Artarmon, including a new bridge for a section of the 'down' (northbound) track to pass over the proposed Chatswood dive structure
- About 250 metres of new aboveground metro tracks between Chatswood Station and the Chatswood dive structure
- A northern dive structure (about 400 metres in length) and tunnel portal just north of Mowbray Road, Chatswood
- About 15.5 kilometres of twin rail tunnels between the northern dive structure and Bedwin Road, Marrickville (the Marrickville dive structure)
- A substation (for traction power supply) at Artarmon next to the Gore Hill Freeway, between the proposed Crows Nest Station and the Chatswood tunnel portal (the subject of this consistency assessment)
- New metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground platforms at Central Station
- A southern dive structure (about 400 metres in length) and tunnel portal north of Sydenham Station and south of Bedwin Road, Marrickville
- A services facility (for traction power supply and an operational water treatment plant) adjacent to the southern dive structure.

The project would also include a number of ancillary components, including a permanent power supply from CBD substations to Pitt Street Station, new and altered overhead wiring, signalling, access tracks / paths, rail corridor fencing, noise walls, fresh air ventilation equipment, temporary and permanent alterations to the road network, facilities for pedestrians, and other construction related works.

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

Haulage routes indicated in Section 8.4 of the EIS were based on construction planning carried out for the project and considered factors such as providing the most efficient route to the arterial road network and minimising the overlap of haul routes between construction sites.
The EIS and PIR discussed more detailed construction planning would be carried out by the appointed contractor and any changes to proposed haul routes would be reviewed with regard to the impacts identified in the Environmental Impact Statement.

The indicative haul roads were developed in consultation with Roads and Maritime Services and the CBD Coordination Office. The routes were chosen to:

- Minimise the use of local roads and use the most efficient route to the arterial road network

- Carry out the bulk of the spoil haulage task outside of the critical Sydney CBD area

- Avoid the use of common routes for Sydney CBD construction sites

- Avoid routes which cross the Sydney CBD where possible.

The initial assessed EIS haul routes are shown in the referenced figures appended to this document.

Martin Place Demolition Haul Route – see Figure 1

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

Martin Place

The proposed Metropolitan demolition haul route for Martin Place sites has deviated from the approved EIS route in one location that is a 45m section of Bent Street and the length of Bligh Street (150m). See Figure 2.

Timeframe

Demolition Stage 2 contract was awarded to Metropolitan. Demolition under this contract will commence in June 2017. There is no time change as a result of the haul road changes.

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:

Martin Place

A change to the haul routes for the demolition of Martin Place sites has been proposed by Metropolitan. The change introduces a small section of Bent St and Blight Street to the alignment.

Bent Street section is a 4 lane road with no parking. The speed zone is 40km/h.

Blight Street is a one way road, with parking either side of its 2 lanes. The speed zone is 40km/h.

Site Environmental Characteristics

Bent Street has some planted street tree's on the northern side of the road. The uses surrounding the roadway are commercial/office space.

Bligh Street has few street trees. The uses surrounding Bligh Street are commercial and office space and a few cafes.

Justification for the proposed works

This change is a result of the consultation undertaken for the CTMP approval.

City of Sydney Council suggested the following change to the approved haul route "*Amend "From East: Trucks will approach the site from William Street. right into Palmer Street. Right into Sir John Young Crescent and Shakespeare Place, straight into Bent Street, left into Bligh Street, continue into Castlereagh Street and turn left into the site.*"

Additionally Sydney Coordination Office advised TTPP that "*the preferred inbound haulage route between Eastern Distributor and the Martin Place site is to be via Bent Street instead of Macquarie Street. The Sydney Coordination Office requested construction vehicles to approach to the demolition site via Bent Street to avoid the congested right turn movement from Macquarie Street into Hunter Street.*"

Environmental Benefit

There are no clear environmental benefits associated with the proposed changes to the haulage route.

Control Measures

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

The changes have been reflected in the latest copy of Metropolitans Traffic Management Plan for Martin Place. These plan will be reviewed by the Environmental Representative, Sydney Coordination Office and RMS.

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 proposed change would not be affected by the impacts of climate change.

Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Flora and fauna	None.				
Water	None.				
Air quality	None.				
Noise vibration	The route changes will have some noise impacts to roads and adjacent receivers not previously assessed. However this will be consistent with what was approved as the new route diverts traffic and therefore noise from the originally assessed route.	Works will comply with the applicable EIS conditions and mitigation measures.	Y		
Indigenous heritage	None.				
Non-indigenous	None.				
Community	None.				
Traffic	There is no change to the predicted traffic numbers – only the small change to the alignment route.	Works will comply with the applicable EIS conditions and mitigation measures.	Y		
Waste	None.				

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Social	None.				
Economic	None.				
Visual	None.				
Urban design	None.				
Geotechnical	None.				
Land use	None.				
Climate Change	None.				
Risk	The risk impact is negligible.	Works will comply with the applicable EIS conditions and mitigation measures.	Y		
Other	None.				
Management and mitigation measures	No impact to the proposed COA or REMMs.				

Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Flora and fauna	No operational impact.				
Water	No operational impact.				
Air quality	No operational impact.				
Noise vibration	No operational impact.				
Indigenous heritage	No operational impact.				
Non-indigenous heritage	No operational impact.				
Community	No operational impact.				
Traffic	No operational impact.				
Waste	No operational impact.				
Social	No operational impact.				
Economic	No operational impact.				
Visual	No operational impact.				

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Urban design	No operational impact.				
Geotechnical	No operational impact.				
Land use	No operational impact.				
Climate Change	No operational impact.				
Risk	No operational impact.				
Other	No operational impact.				
Management and mitigation measures	No operational impact.				

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?	There is no transformation of the Approved Project as a result of the haul route change during demolition phase only.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes this change is consistent with the objectives and functions of the Approved Project. The haul roads shown in the EIS were indicative only and subject to each contractors assessment and
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	There will be no change to the objectives and functions of the approved project. The routes were determined using the objectives.
Are there any new environmental impacts as a result of the proposed works/modifications?	No, these changes are a result of decreasing the risk through detailed planning.
Is the project as modified consistent with the conditions of approval?	Yes, there will be no need to modify any COA or REMMs.
Are the impacts of the proposed activity/works known and understood?	Yes, the impact of the proposed changes are 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 changes will be managed in the same manner as the original routes would have been

I certify that to the best of my knowledge this Consistency Checklist:

- examines and takes into account alto the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the project; and
- examines the consistency of the proposed activity/modification with the Approved Project;
- is accurate in all material respects and does not omit any material information.

Name	Nicole Williams	Signature	Date
Title	Env. Planning Manager		05/05/2017

To be signed by person preparing checklist

THIS SECTION FOR PLANNING & ENVIRONMENT USE ONLY

Application supported and submitted by:			
Name	Ben Armstrong	Signature	Date
Title	~~Environmental~~ Snr Manager Environment. City & Southwest		05/05/2017

Project Approvals

Planning Approvals

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 can be endorsed by the Principal Manager Sustainability, Environment & Planning.

No ☐ The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/development consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Environmental Approvals

Identify all other approvals required for the project:

Tick appropriate box

No further assessment required.	✓	Further Assessment is required	

Comments	Endorsed by	Date	* Conditions of endorsement
	Stuart Hodgson Principal Manager, Sustainability, Environment & Planning	05/05/2017	

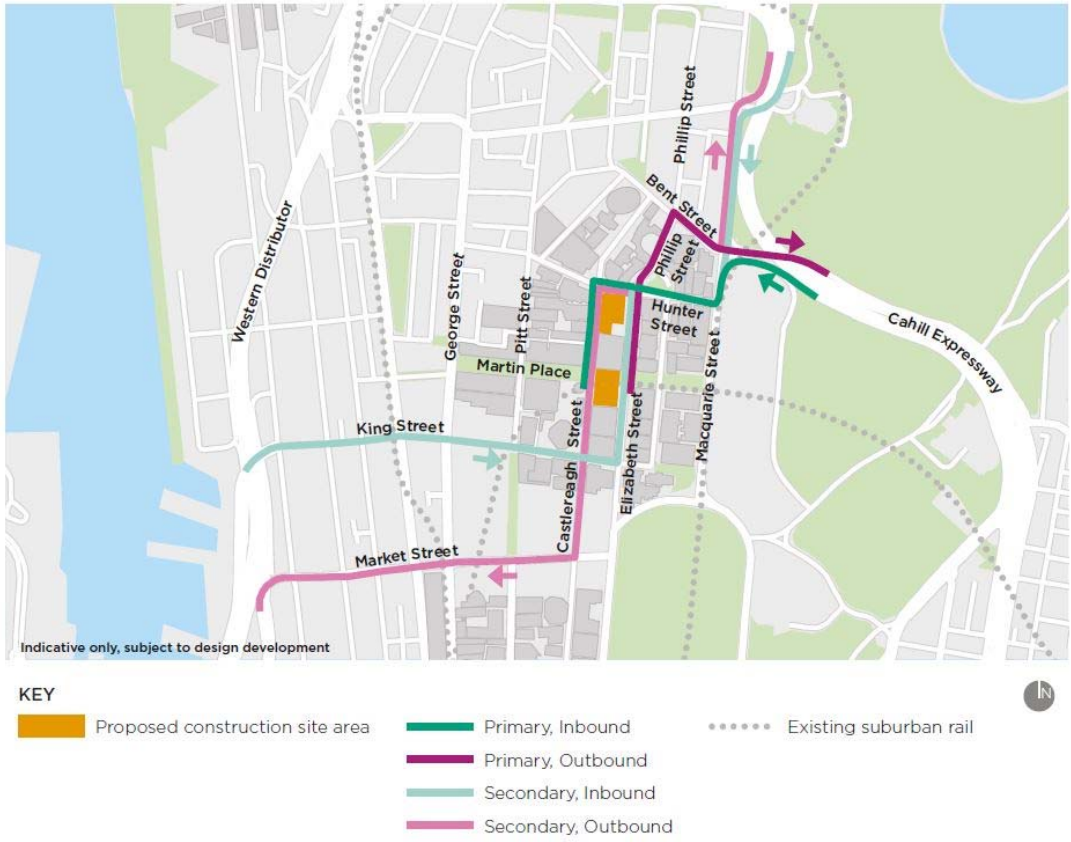

Figure 8-34 Martin Place Station haul routes

Figure 1 Current approved haulage routes

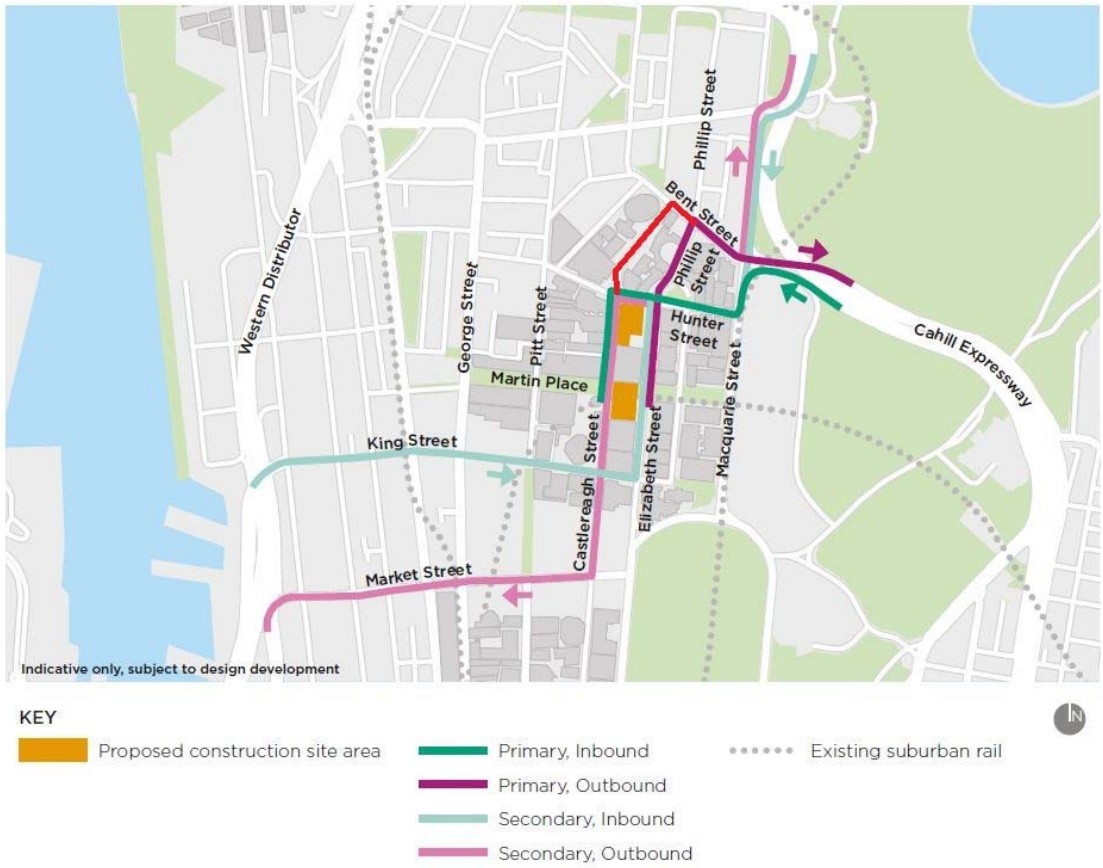

Figure 8-34 Martin Place Station haul routes

Figure 2 Red line showing the new haulage route, Bent and Bligh Street