

## 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:

9<sup>th</sup> 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.

**Pitt Street – see Figure 1**

**Chatswood– see Figure 2**

**Crows Nest – see Figure 3**

**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

#### **Pitt Street**

During detailed design it was identified that the right hand turn shown in the EIS haul route from Pitt St south site, Castlereagh Street onto Park Street would result in the trucks coming too close to the kerb/footpath.. Hence a new route is proposed which is the subject of this assessment.

The new route would continue on Castlereagh Street until Goulburn St, where the trucks would then turn right and continue onto Harbour St and then onto the Western Distributor.

#### **Chatswood**

The haul route indicated in the EIS had assumed the new signalised intersection of Mowbray Road and Hampden Road had been constructed. However it has not, and is not likely to within the timeframe of demolition works occurring at this site.

Instead the haul road would be left out of the Chatswood site, onto Mowbray Road and continue along Mowbray heading east.

All other options shown in the EIS not relying on the new signalised intersection would still be utilised.

#### **Crows Nest**

The EIS indicative drawing had not shown a small blank section of Hume Street where it joins to the buildings to be demolished. This section should have been coloured to indicate this is also part of the haul route. See Figures at the end of this assessment.

There are no further associated impacts as a result of this change, it was an oversight in the graphic design.

#### **Timeframe**

Demolition Stage 1 contract was awarded to Delta Group. Demolition under this contract will commence in May 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:

**Pitt Street**

The Pitt Street Station Excavation site is bounded by Pitt Street to the west, 250 Pitt Street/ Castlereagh Boutique Hotel on Castlereagh Street to the north and Park Street to the south.

Pitt Street is classified as a local road. It commences at Central Station to the south and ends at Circular Quay. The section of Pitt Street between Park and Market streets is one way northbound. The speed limit on Pitt Street is 40km/hr due to high pedestrian activity in this area.

Generally the haulage of demolition from this site and access to this site will be in alignment with the EIS routes, with the exception of the extension of Castlereagh St southbound to a right hand turn into Liverpool Street, and then along Liverpool, with a right hand turn onto the Western Distributor.

**Chatswood**

The Chatswood dive site is bounded by the Pacific Highway, Mowbray Road, the Chatswood rail lines and Nelson Street, Chatswood

Generally the haulage of demolition from this site and access to this site will be in alignment with the EIS routes, with the exception of the extension of a right hand turn onto Mowbray Road from the site and headed along Mowbray Road eastbound.

**Crows Nest**

The Crows Nest station site consists of three distinct sites for demolition. The northern site is bounded by the Pacific Highway to the west, Oxley Street to the north, Clarke Lane to the east and Hume Street to the south. The southern site is bounded by Hume Street to the north, Clarke Lane to the west, 473 Pacific Highway to the south and Pacific Highway to the west. The last site (Beaurepaires) is bounded by Clarke Lane to the west, 20 Clarke St to the north, Clarke Street to the east and Hume Street to the south.

Generally the haulage of demolition from this site and access to this site will be in alignment with the EIS routes, with the exception of the extension of an additional 30m of Hume St utilised to access the construction site.

**Site Environmental Characteristics**

### **Pitt Street**

Castlereagh Street is a local road which connects Hunter St to Belmore Park in the Haymarket area. Castlereagh Street is one way southbound its entire length. A speed limit of 40km/hr is in place. Castlereagh St is currently the major thoroughfare for buses as George St is closed for Light Rail construction works.

Goulburn Street is also a local road. A speed limit of 40km/hr is in place. The road has 3 lanes heading westbound.

### **Chatswood**

Mowbray Road (east of the site) is classified as a regional road. Regional roads typically fall under Council care with control of the road exercised between Council and RMS, with RMS agreement required for changes. Mowbray Road commences at Epping Road to the west and ceases east of Willoughby Road to the east. The speed limit on Mowbray Road is 50km/hr.

### **Crows Nest**

Hume St is a local road which connects Albany Street to River Road. Hume Street is signalised at the intersection of the Pacific Highway. Metered parking exists on the northern side of Hume Street between the Pacific Highway and Clarke Street. The southern side of Hume Street is signposted as a No Stopping zone between Clarke Lane and the Pacific Highway. The speed limit on Hume Street is 50km/hr.

## **Justification for the proposed works**

### **Pitt Street**

Pitt Street (175 Castlereagh Street) site - it is impossible to get into the kerb side lane to complete the right turn into Park Street - hence why the use of Castlereagh Street and Goulburn Street. the use of Pitt Street as noted in the EIS cannot occur for this stage of demolition as the sites are not vacant. The route is the most direct route available onto the Western Distributor

### **Chatswood**

Chatswood - the EIS currently has no haul traffic to the east of the site - however, this is due to the signals that will be installed for the TSE contractor's operation.

### **Crows Nest**

No justification required – it was an oversight in the graphic design.

### Environmental Benefit

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

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

### 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 Delta Demolitions Traffic Management Plans. 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 it is expected that this would be minimal, in most places there will be 10 truck movements per day .	Works will comply with the applicable EIS conditions and mitigation measures.	Y		
Indigenous heritage	None.				
Non-indigenous	None.				
Community	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
Traffic	<p><b>Pitt Street</b> The operation of the site will have minimal impact on existing traffic conditions as the traffic generation is typically low and vehicles will be restricted to left in/left. Post the arrival of machinery on site, traffic generation at this site will typically be in the order of 250 truck movements per month, with an average of 10 per day. There will be minimal truck numbers during the peak periods (AM and PM).</p> <p><b>Chatswood</b> The operation of the site will have minimal impact on existing traffic conditions as it is proposed to use existing driveways. Post the arrival of machinery on site, traffic generation at this site will typically be in the order of 50 truck movements per month, with an average of 2-3 per day. There will be minimal truck numbers during the peak periods (AM and PM).</p> <p><b>Crows Nest</b> The operation of the site will have minimal impact on existing traffic conditions as the traffic generation is typically low and vehicles will be restricted to left in/left out except for Clarke Lane under contra flow for the southern site. Post the arrival of machinery on site, traffic generation at this site will typically be in the order of 50 truck movements per month, with an average of 2-3 per day. There will be minimal truck numbers during the peak periods (AM and PM).</p>	Works will comply with the applicable EIS conditions and mitigation measures.	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	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Waste	None.				
Social	None.				
Economic	None.				
Visual	None.				
Urban design	None.				
Geotechnical	None.				
Land use	None.				
Climate Change	None.				
Risk	The risk impact is negligible for all changes with the exception of Pitt St site where the risk is decreased as a result of the new route. This is because of the turning radius of the trucks and them potentially mounting the kerb to perform the original route.	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

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


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

- examines and takes into account also 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		26/04/2017

To be signed by person preparing checklist

**THIS SECTION FOR PLANNING & ENVIRONMENT USE ONLY**

Application supported and submitted by:			
Name	Fil Cerone	Signature 	Date
Title	Principal Manager Sustainability, Environment & Planning City & Southwest		1/5/2017

**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?

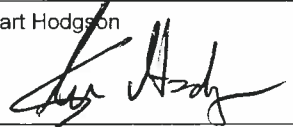
- Yes                      The proposed activity/works can be endorsed by the Principal Manager Sustainability, Environment & Planning.
- No                        The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/development consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

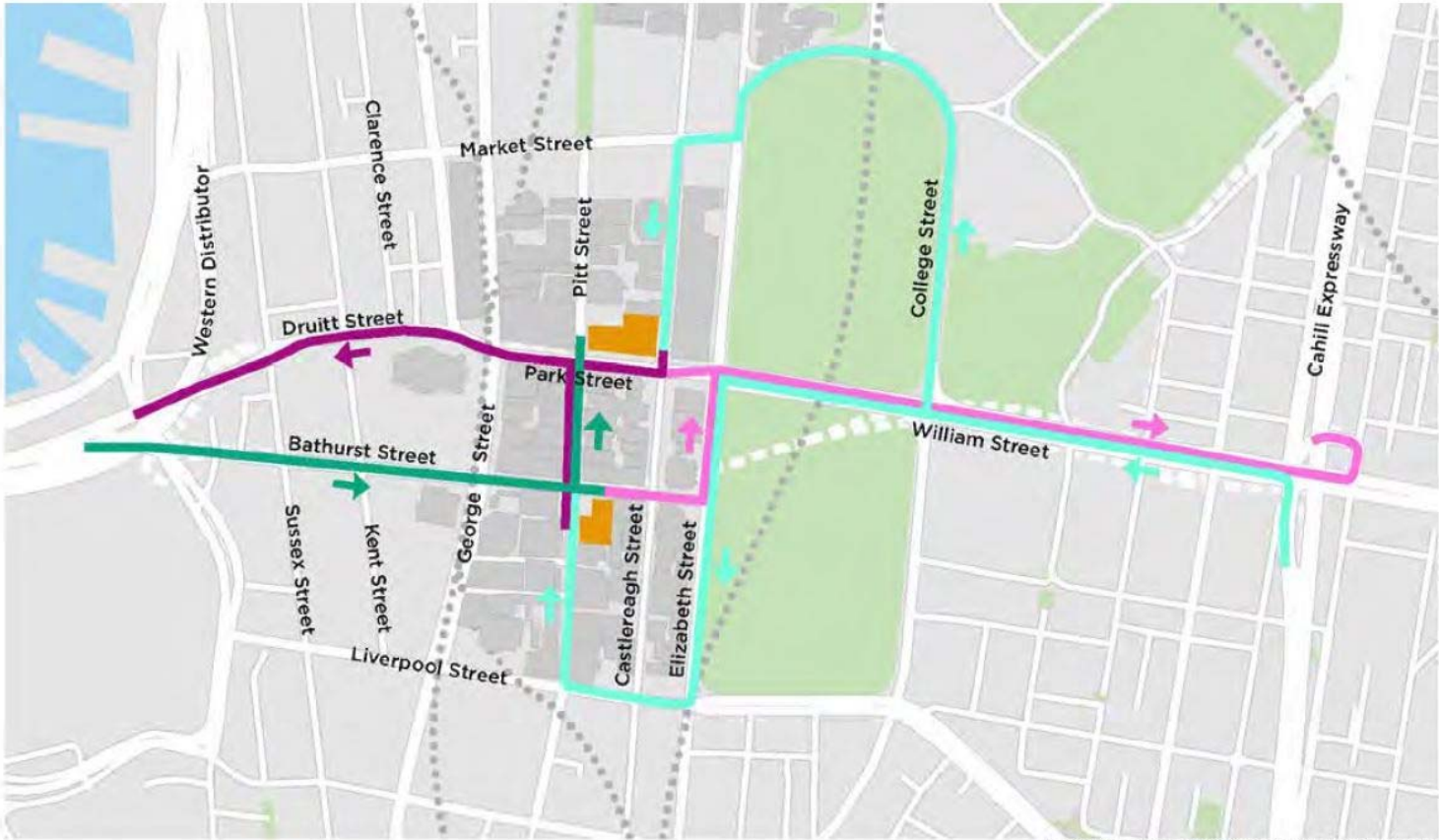
**Environmental Approvals**

Identify all other approvals required for the project:

Tick appropriate box

No further assessment required.	<input type="checkbox"/>	Further Assessment is required	<input type="checkbox"/>
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Comments	Endorsed by	Date	* Conditions of endorsement
	Stuart Hodgson 	1/5/2017	
	Principal Manager, Sustainability, Environment & Planning		



Indicative only, subject to design development

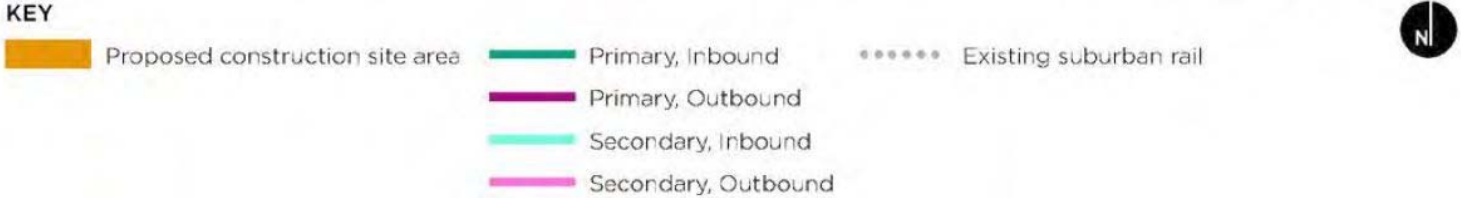
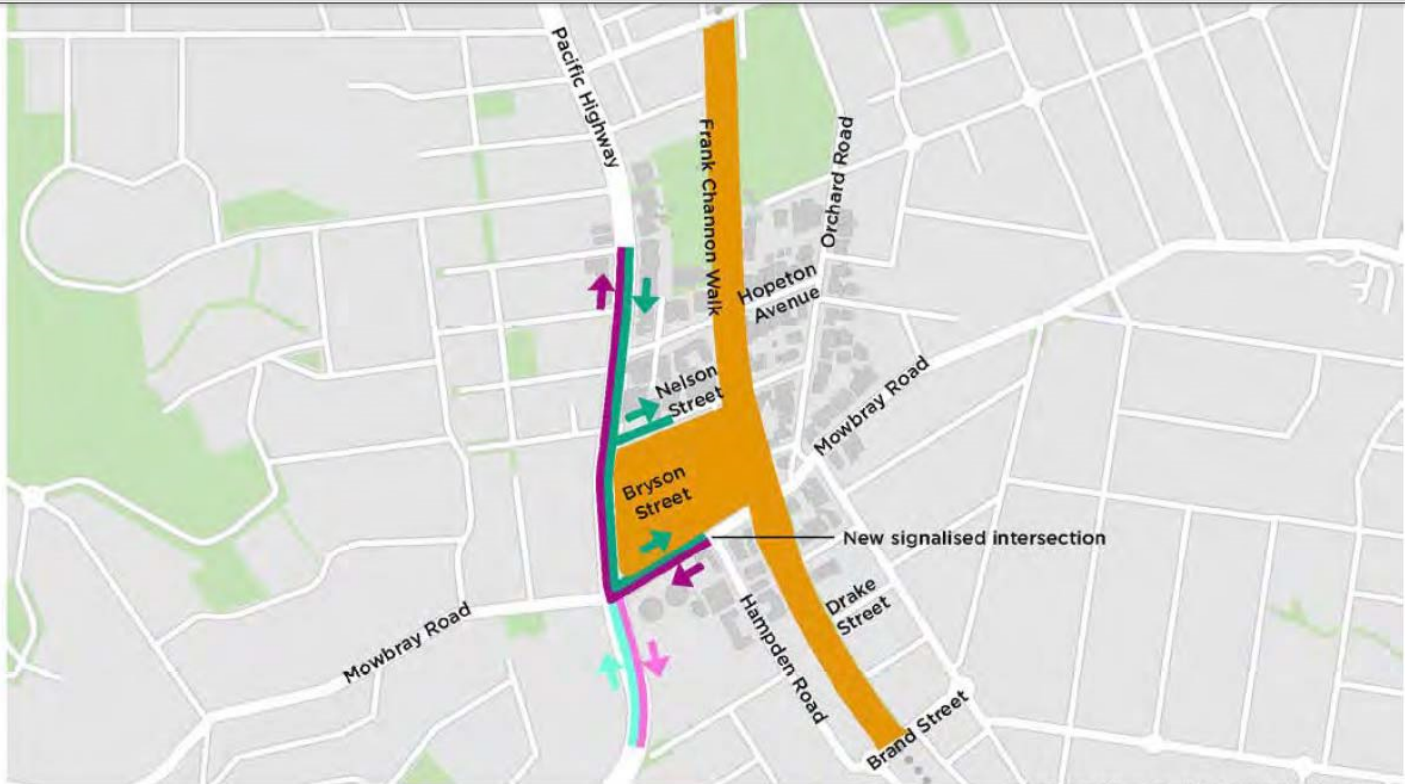


Figure 1 Haul roads as shown in the EIS for Pitt St site.



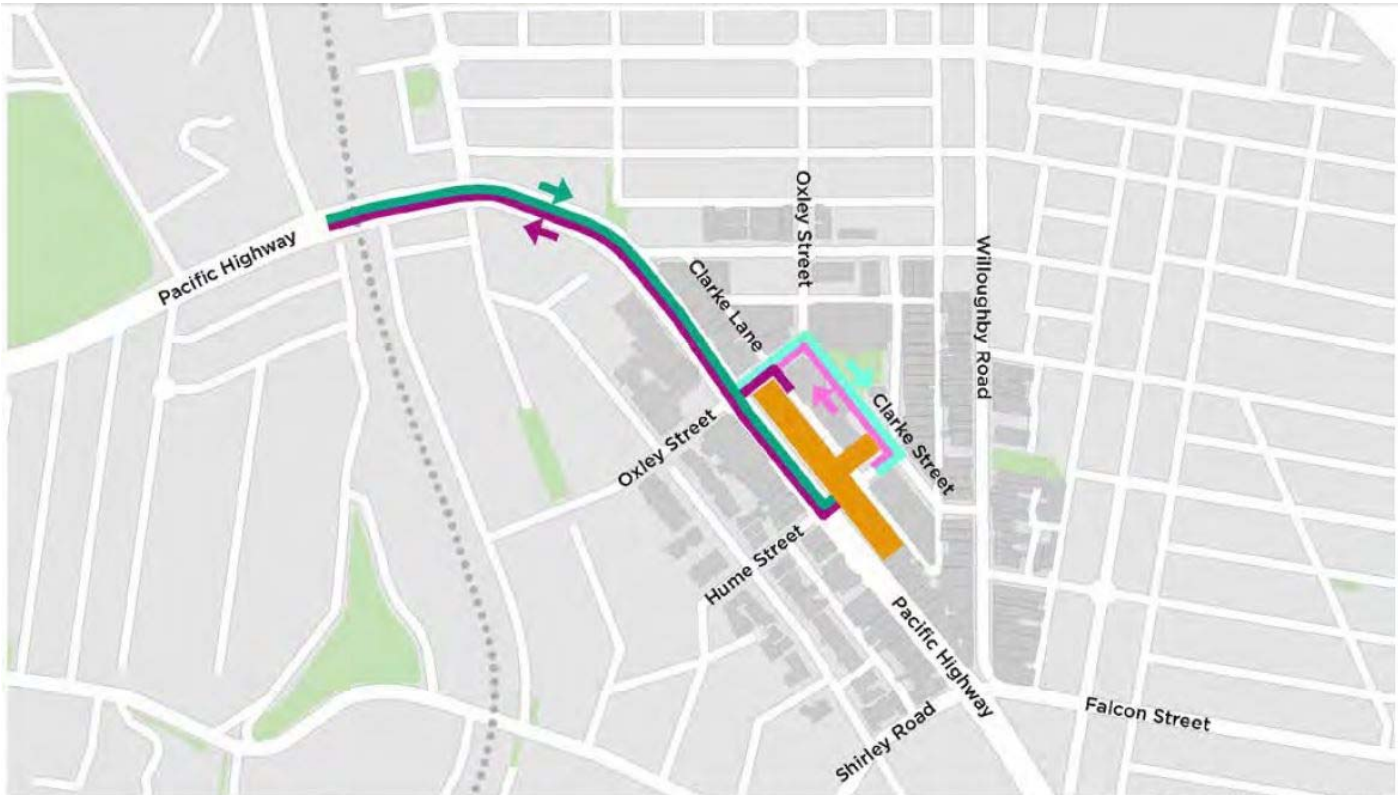


KEY

- Proposed construction site area
- Primary, Inbound
- Primary, Outbound
- Secondary, Inbound
- Secondary, Outbound
- Existing suburban rail



Figure 3.5 : Chatswood dive site haulage routes  
Figure 2 Haul roads as shown in the EIS for Chatswood Dive site.



Indicative only, subject to design development

KEY

- Proposed construction site area
- Primary, Inbound
- Primary, Outbound
- Secondary, Inbound
- Secondary, Outbound
- Existing suburban rail



Figure 3.13: Crows Nest haulage Routes  
Figure 3 Haul roads as shown in the EIS for Crows Nest site.



Figure 4 Pitt St Station demolition, new haul routes shown in red. All other haul roads are as shown in the EIS.

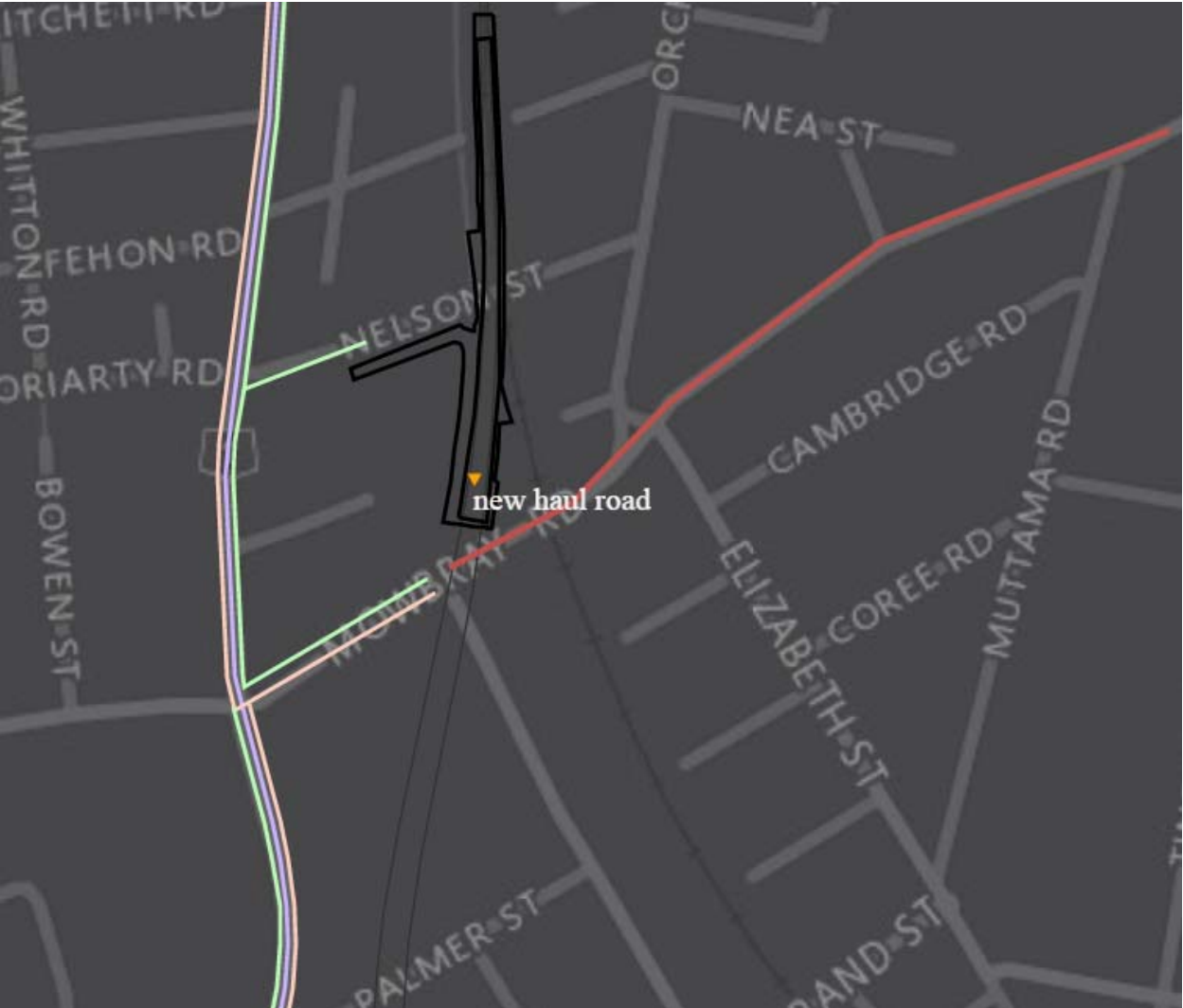


Figure 5 Chatswood Dive site, new haul route shown in red. All other haul roads remain as shown in the EIS.



Figure 6 Crows Nest site, new haul route shown in red. All other haul roads remain as shown in the EIS.