



Integrated Management System

Marrickville Additional land, Utilities Augmentation and Rail Corridor Access Planning Approval Consistency Assessment Form

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<b>Prepared for:</b>	TSE contract
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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)

### Existing Approved Project

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

SSI-15\_7400 Sydney Metro City & Southwest – Chatswood to Sydenham as modified 18 October 2017.

Date of determination:

EIS 9 January 2017

Modification 1 18 October 2017

Type of planning approval:

Part 5.1 – Critical State Significant infrastructure

Description of existing approved project you are assessing for consistency:

SSI\_7400: The Chatswood to Sydenham component of Sydney Metro City & Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would 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.

Section 6.7.2 of the Environmental Impact Statement outlines the description of the approved infrastructure at Marrickville Dive Site. The indicative construction layout provided in Figure 7-21 of the EIS

Section 7.11.5 Utility and power supply provides an indicative alignment of the utility augmentations and relocations for the Marrickville Dive Site. Figure 7-31 shows the main HV power supply route.

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 (October, 2016)
- Conditions of Approval (dated 9 January 2017).
- Modified Conditions of Approval (dated 18 October 2017)

## Description of proposed development/activity/works

There are 3 scope items discussed in this assessment, all at Marrickville Dive Site.

### 1. Augmentation of utilities

The Sydney Metro Chatswood to Sydenham Environmental Impacts Statement (EIS) detailed the utility supply and relocation routes as they were known at the time. Since the initial report, detailed design of the utility works has been undertaken which has in some cases altered the alignment and has also considered additional services which required relocation this is especially the case where site locations have changed. Utilities include:

- Low voltage (LV) and High voltage (HV) power

TBM and Precast HV power supply will be provided from existing feeders on the Princes Highway at the intersection of May Street. To reticulate supply to the site, trenching, conduit and cable laying is required from the Princess Highway along May Street, Council Street, through a directional bore under the rail corridor, returning to a trench west along Lord Street, Edinburgh Road and into the site.

Additionally a substation from within the site will be relocated to a more practical position also within the site, however associated trenching will be required outside the boundary (in the footpath) along Edinburgh Road.

A map showing the changes to this alignment is shown in **Appendix A**.

### 2. Additional construction area – South Western End

TfNSW contract Sydenham Station Junction (SSJ) requires a portion of land initially allocated to TSE contract for establishment of their site sheds etc. TfNSW has found suitable land for TSE's site sheds adjacent to the work site. The land is located north of the Sydenham Pit, at the end of Shirlow St Marrickville. The site will require excavation to create an even level for the demountable site offices. A map of the additional land is shown in **Appendix B**.

### 3. Temporary Rail Corridor Access Augmentation – Railway Parade

The EIS approved Marrickville construction area impacts an existing Rail Corridor access and TfNSW intends to move it to the closest available location, which is off Railway Parade, near the rear access to property 2 Edinburgh Road Marrickville. Works would include removing a couple of panels of fence and replacing it with a gate. Creating a graded asphalt driveway into the corridor and crushed rock stabilisation within the corridor.

A map of this work location is shown in **Appendix C**.

## Timeframe

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

### For all sites 1-3:

Works for the above will commence in early November and will continue for the duration of the project, expected to be until 2024.

There will be no change to the project program as a result of this assessment.

Approved, standard working hours for the Project are as follows:

- 07.00 – 18.00 Monday to Friday
- 08.00 – 17.00 Saturdays
- No works Sundays or Public holidays

Out of hours works are required due to impacts on the road network and will be undertaken in accordance with the Project Planning Approval Conditions and Environmental Protection License 20971.

### 3. Temporary Rail Corridor Access Augmentation – Railway Parade

The Sydney Trains rail corridor adjacent to the temporary access gate will become a part of the Sydney Metro rail corridor and access to Sydney Trains assets will not be possible from this location from mid-2019.

## 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.

### 1. Augmentation of utilities

The change in the utilities design from the routes shown and described in the EIS is the HV route will head north on Edgeware Road and west onto Edinburgh Road into the construction site. All of this new alignment is within the roadway/road reserve.

The additional substation relocation cable trenching would be wholly within the footpath for approx. 60m. Appendix A demonstrates the original route vs the new route.

### 2. Additional construction area – South Western End

This area is currently a grass verge beside a footpath which runs from Shirlow Street through to Sydney Steele Road. The area is approx. 20m x 4m

### 3. Temporary Rail Corridor Access Augmentation – Railway Parade

The works location is a road verge between Railway Parade and the rail corridor. The area is currently grassed and has a Sydney Trains corridor fence along the length of it.

## 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.

### **Augmentation of utilities**

The portion of the alignment which this assessment applies to is wholly within the roadway, footpath and road reserve, the area is asphalted and/or concreted and highly disturbed.

### **Additional construction area – South Western End**

This area is currently a grassed area on the side of a footpath with a few landscape trees. This area is directly adjacent to the State Heritage Registered Sydenham Pit stormwater collection area – there will be no impact to this pit.

### **Temporary Rail Corridor Access Augmentation – Railway Parade**

This area is on the roadside of a railway corridor, Railway Parade, there are weed species present, an existing rail corridor fence and litter.





### 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.

#### Augmentation of utilities

The route shown in the EIS was indicative only, and through consultation with the Network Operator Ausgrid, the design was required to be amended. The amended design is what is the subject of this consistency assessment.

#### Additional construction area – South Western End

This additional land is subject to TfNSW acquisition and will be handed over the TSE as Transport required a portion of TSE’s construction site to assist SSJ in their works.

#### Temporary Rail Corridor Access Augmentation – Railway Parade

The works in this location are temporary only and are for purpose of providing an alternative access into the railway corridor for Sydney Trains and Sydney Metro site has now made the existing access unusable without access through the construction area.

### Environmental Benefit

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

The benefit of the additional land is to facilitate the works required by SSJ and TSE, the additional land will allow the contractor to work effectively and within the project timeline.

### Control Measures

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

No site specific CEMP will be prepared, the works would be adequately managed by the control measures in the existing CEMP.

## 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?

There would be no climate change impact as a result of the temporary use of the additional land.

## 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	<p>There would be an impact to vegetation as a result of this consistency assessment.</p> <p>Vegetation removal will be required within the area of additional construction land.</p> <p>Trees in close proximity to the trench alignments will be retained and protected where possible.</p>	<p>As per the COA all tree trimming and removal will require compliance with E6.</p> <p>Implementation of the Construction Flora and Fauna Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002016)</p>		Y	
Water	<p>No change from the EIS and Modification Assessment impact</p>	<p>Implementation of the Construction Soil Water and Groundwater Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002014)</p>		Y	
Air quality	<p>No change from the EIS and Modification Assessment impact</p>	<p>Implementation of the Construction Air Quality Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002018)</p>		Y	

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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	
				Y/N	Comments
Noise vibration	The proposed work would have a noise and vibration impact that extends beyond that assessed in the EIS. A noise and vibration assessment has been carried out for these works (see Construction Noise and Vibration Impact Statement (CNVIS): Local Area & Utility Works - Marrickville). Expected noise and vibration levels have been predicted and highest noise and vibration impacts are predicted to occur when rockbreakers and road saws are utilised in proximity to sensitive receivers. Noise mitigation and management measures have been prescribed in the CNVIS.	The potential noise and vibration impacts associated with the proposed work would be managed in accordance with existing the Project Planning Approval Conditions  Noise and Vibration mitigation and management measures identified in the CNVIS will be implemented.		Y	
Aboriginal heritage	There are no Aboriginal Heritage items in proximity to the works.	In regards to archaeology – the unexpected finds protocol would apply.		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	
				Y/N	Comments
Historic heritage	Nearby heritage listed items include: Sydenham Pit and Drainage Pumping Station 1 (State Significance)	There will be no impact to any listed heritage items or properties as a result of this assessment. Consultation with Sydney Water has been covered verbally in project meetings, most recently 7/11/2017. Boundary protection – Hoarding or alike is to be provided between the additional land and the Sydney Water site. In regards to archaeology the AMBS Excavation Director must undertake an assessment for the archaeological potential, and define/ implement the appropriate mitigation measures.		Y	
Community and stakeholder	No change from the EIS and Modification Assessment impact	Affected community and appropriate mitigation measures are identified in the CNVIS. Traffic, including pedestrians access, will be managed in accordance with the site-specific Construction Traffic Management Plans, see below		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	
				Y/N	Comments
Traffic	<p>There will be a new construction access created for the north eastern site, however the route used would be consistent with the existing CTMP.</p> <p>The additional construction area to the south west of the site would be accessed via the construction access nominated from Sydney Steel Rd.</p> <p>Pedestrians will be provided with alternate access arrangements.</p>	<p>The proposed works would be managed in accordance with existing the Project Planning Approval conditions. Where permits/licences are required, these would be obtained prior to commencement of works, in accordance with the Construction Traffic Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002013).</p>		Y	
Waste	No change from the EIS and Modification Assessment impact	<p>All waste generated will be classified and disposed of in accordance with the Construction Waste and Recycling Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002022).</p>		Y	
Social	No change from the EIS and Modification Assessment impact	As per COA		Y	
Economic	No change from the EIS and Modification Assessment impact	As per COA		Y	
Visual	No change from the EIS and Modification Assessment impact	<p>The proposed works would be carried out in accordance with the Visual Amenity Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002020).</p>		Y	
Urban design	No change from the EIS and Modification Assessment impact	As per COA		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	
				Y/N	Comments
Geotechnical	No change from the EIS and Modification Assessment impact	As per COA		Y	
Land use	The land use would change for the additional construction land, the area to the south western portion would change from open space (privately owned) to construction area which would house site sheds. There would be no change for the other scope items.	No additional control measures are required, works are to be managed as per to the COA.		Y	
Climate Change	No change from the EIS and Modification Assessment impact	As per COA		Y	
Risk	There are no new additional risks associated with these changes.	NA		N/A	
Other	NA	NA		N/A	
Management and mitigation measures	There are no new mitigation measures required.	NA		N/A	

## 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Water	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Air quality	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Noise vibration	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Indigenous heritage	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Non-indigenous heritage	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Community and stakeholder	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Traffic	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Waste	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Social	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Economic	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	



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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	
				Y/N	Comments
Visual	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Urban design	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Geotechnical	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Land use	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Climate Change	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Risk	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Other	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	
Management and mitigation measures	No change to the operational impacts described in the EIS and Modification Assessment impact	Not applicable		N/A	



## 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 works would not transform the project. 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 works 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 changes identified in this assessment are temporary and are 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 risks are outstanding. All risks would be adequately addressed through the application of the mitigation measures in the above tables.</p>	
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works 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 proposed works 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 can be managed so as to avoid an adverse impact.</p>	

## Other Environmental Approvals

Identify all other approvals required for the project:

The contractors EPL must be applied to these works and the additional land.

## 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:	Nicole Williams	Signature:	
Title:	Environmental Planning Manager	Date:	16/11/2017
Company:	TfNSW		

## 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 this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Michael Woolley	Signature:	
Title:	Environmental Representative	Date:	16/11/2017



This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Craig Tucker	Date:	16/11/2017
Title:	TSE IG Environment Lead	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:	17/11/17
Title:	Director City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			



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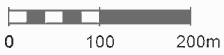
# Appendix A

## Augmentation of Utilities



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**Legend**

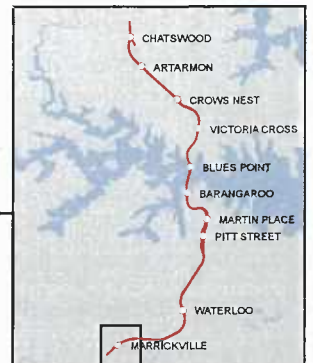


- Indicative Site Boundary
- Underbore
- HV/LV Power Supply Route EIS Remaining
- HV/LV Power Supply Route Relocation

**SYDNEY METRO CITY & SOUTHWEST -TSE WORKS**  
**Utility Works- Consistency Assessment**  
 Marrickville Worksite



Sketch 14 of 14

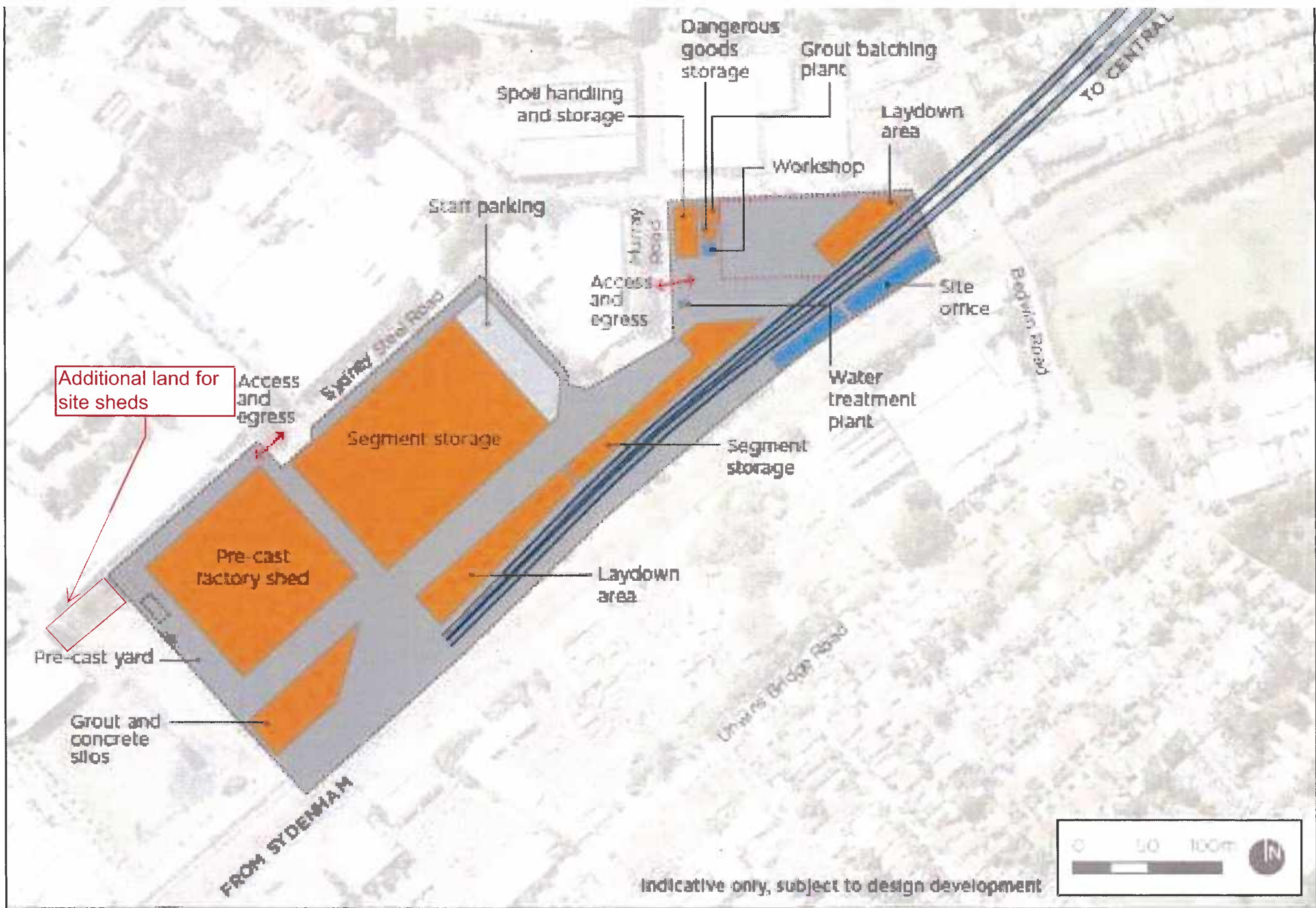


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## **Appendix B**

### **Additional construction area – South Western End**



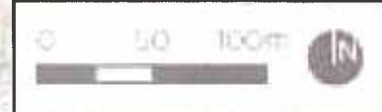


**KEY**

≡ Proposed metro tracks

■ Construction area

⋯ Acoustic shed



## Appendix C

### Rail Corridor Access Augmentation – Railway Parade

**Williams, Nicole**

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**From:** Ahmed, Faisal  
**Sent:** Tuesday, 31 October 2017 9:04 AM  
**To:** Williams, Nicole  
**Cc:** Maloney, John; Curran, Brian; Tucker, Craig; Bellido, Sandra  
**Subject:** RE: Trial Holes at Marrickville

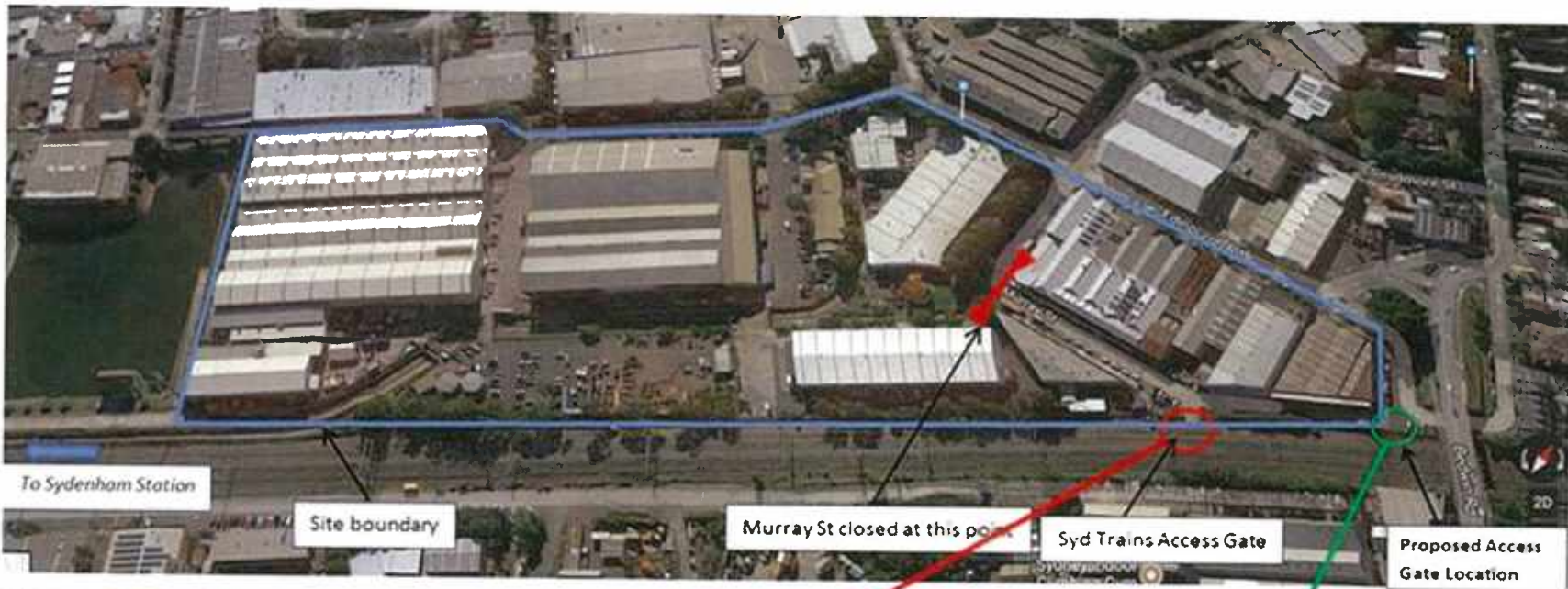
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Nicole,

The TSE project site at Marrickville Dive will close an existing Sydney Trains access gate which is at the end of Murray Street. Through discussion with Sydney Trains, we have identified a location off Railway Parade which suits their requirements and TfNSW (Sydney Metro) is in the process of procuring a Contractor to undertake works to place a new access gate at this location. The gate will be temporary (till August 2019) by which time SSJ contract will need to find a permanent location for Sydney Trains access to the rail corridor.

I was of the understanding that Sydney Trains can install gates on public roads (with consultation with the road authority), however, in this instance we are doing the work for them. Is this a valid assumption?

We envisage the work will involve replacing 4m of chain link fence with chain link gate, providing a ramp for vehicles access and a wearing surface (gravel layer) within the rail corridor.





Regards,

Faisal

Faisal Ahmed  
Project Engineer - TSE  
Sydney Metro, City & Southwest  
Transport for NSW

M 0403 494 304  
World Square, 680 George Street, Sydney NSW 2000



Use public transport... plan your trip at [transportnsw.info](http://transportnsw.info)  
Get on board with Opal at [opal.com.au](http://opal.com.au)

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**From:** Williams, Nicole  
**Sent:** Monday, 30 October 2017 6:28 PM  
**To:** Ahmed, Faisal  
**Cc:** Maloney, John; Curran, Brian; Tucker, Craig  
**Subject:** RE: Trial Holes at Marrickville

Hi Faisal,

