



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Prepared by:	Lucas Dobrolot
Prepared for:	Laing O'Rourke
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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)):

Sydney Metro City and Southwest Chatswood to Sydenham Conditions of Approval (SSI 15_7400) as modified.

Modification 1 – Relocation of Victoria Cross northern services building. Additional station entry and relocation of Artarmon Substation (SSI Mod 1).

Modification 2 – Central Walk – Sydney Metro City and Southwest – Chatswood to Sydenham (SSI Mod 2).

Modification 3 – Martin Place Metro Station – Sydney Metro City and Southwest – Chatswood to Sydenham (SSI Mod 3).

Modification 4 – Sydenham Station and Metro Facility South – Chatswood to Sydenham (SSI Mod 4).

Modification 5 - Blues Point Acoustic Shed (SSI Mod 5).

Modification 6 – Administrative Changes- Modification to Sydney Metro City & Southwest - Chatswood to Sydenham (SSI Mod 6)

Date of determination:

SSI 15_7400 – 9 January 2017.

SSI Mod 1 – 18 October 2017.

SSI Mod 2 – 21 December 2017.

SSI Mod 3 – 22 March 2017.

SSI Mod 4 – 13 December 2017.

SSI Mod 5 – 2 November 2018.

SSI Mod 6 – 21 February 2019

Type of planning approval:

Division 5.2 (cf Part 5.1) - Critical State Significant Infrastructure

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

- The Sydney Metro City and Southwest – Development Consent – Determination, dated 9th January 2017
- The Sydney Metro City and Southwest - Environmental Impact Statement, dated 3rd May 2016
- The Sydney Metro City and Southwest Chatswood to Sydenham Submissions and Preferred Infrastructure Report (PIR), dated October 2016
- Modification 2 – Central Walk – Sydney Metro City and Southwest – Chatswood to Sydenham (SSI Mod) – 21 December 2017

- Chatswood to Sydenham – Central Walk Modification – Submissions Report – 4 April 2017
- Chatswood to Sydenham – Central Walk Modification – Determination, dated 21 December 2017

Elizabeth Street Hi rail access has been approved for use as an alternative site access to Sydney Yard Access Bridge (SYAB), through the Central Station Main Works Construction Traffic Management Plan, 3 August 2018. The area of the proposed works is outside of the Project boundary for the Approved Project and Modification 2, however, the Elizabeth Street Hi rail access is part of the CSM 06 Consistency assessment access points and laydown area.

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.

This Environmental Consistency Assessment (ECA) has been prepared to address the required improvement works at the Elizabeth Street Hi Rail pad access. The works are limited to within the walls of the Goulburn Street Car Park to the extent of the existing pad area and include;

- Repositioning existing bollards to provide optimal protection of electrical switch
- Eliminate pinch points for steer tires between running face of rails and the 12m long hi rail pad
- Remove existing hi rail pad made up of plywood and rubber tiles due to poor condition
- Install a new asphalt hi rail pad to replace the existing
- Grade surrounding area to ensure smooth transition from driveway to track level using hot mix
- General clean up and clear out area from accumulated waste consisting of scrap metal including damaged chain mesh fence, expired rail closure stores, various containers and other general waste.

The works would be conducted by a small work crew using a 6t or smaller excavator, crow bars, hand tools, electric tools and a small hand operated roller.

All waste will be sorted and recycled or disposed of at an appropriately licence waste facility.

The works are outside of, however in close proximity to Sydney Terminal and Central Railway Stations Group heritage curtilage to the south. There will be no impact to heritage fabric within the curtilage. Sydney Central Private Hotel is located to the east and is of local significance according to Sydney Local Environmental Plan 2012. No ground disturbance or impact to heritage fabric is to occur as part of these works.

The impact of the works would occur behind the closed gate, and would be equivalent of typical train movements or hi rail transition. Noise blankets would be used if feasible and reasonable. The works would reduce the noise impacts during use of the hi rail pad by allowing for a smoother transition.

Some jack hammering and material delivery would be required during standard construction hours. Where out of hours work is required this would be undertaken in accordance with the Sydney Metro out of hours work protocol and Sydney Trains EPL 12208. Through this process the Community

consultation requirements will be further assessed and detailed.

There will be no interface with the planted mature trees on Elizabeth Street. No tree removal or trimming is required. Prior to works, ERSED controls would be implemented to prevent any material entering drainage lines. Any engineer fill delivered to site would be banded to prevent any potential migration of material. The proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, PIR and the Infrastructure Approval, as modified.

The waste material will be transported to Sydney Yard for storage in the appropriate waste disposal bays. All waste will be disposed of in accordance with the NSW EPA Waste Classification Guidelines, 2014.

3.0 Timeframe

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

The improvement works at Elizabeth Street hi rail access pad would occur between June 2019 and December 2019. Works would occur when trains stop running, week nights between 0100 and 0400. The works would take 10 week night possessions. Some jack hammering and material delivery would be required during standard construction hours. Where out of hours work is required this would be undertaken in accordance with the Sydney Metro out of hours work protocol.

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.

Elizabeth Street belongs to the 7000 series Regional Roads, in the Sydney Region*, it is owned by Sydney Trains and it is under the jurisdiction of City of Sydney Council. It is located to the east of Central Station between Burke Street to the south and Hunter Street to the north. Both Elizabeth Street and the Goulburn Street Car Park are located within an area zoned B8 Metropolitan Centre in Sydney Local Environmental Plan 2012 (SLEP 2012).

All works proposed on Elizabeth St are inside the rail corridor. The works are limited to within the walls of the Goulburn Street Car Park, and to the extent of the existing pad area.

Refer to Appendix A for the proposed location.

* RMS Schedule of Classified Roads and Unclassified Regional Roads, April 2017, Version 11 (7000 series are Regional Roads that are not classified as Highway, Main Road, Secondary Road or Tourist Road under the Roads Act).

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 existing hi rail pad access via Elizabeth Street is located opposite Foy Lane, at ground level beneath the Goulburn Street (multi storey) Car Park. The pad provides hi rail access to the City Inner (towards Airport via Central Station Platforms 22/23) and City Outer (towards Museum from Central Station Platforms 20/21). Access from Elizabeth Street to the hi rail pad traverses a bus lane, on street parking and a narrow pedestrian path. The solid steel gates swing out blocking pedestrian movement during access. The surrounding land uses consist of roads, railway (below the multistorey carpark) and associated infrastructure and commercial premises including hotels. There are planted mature trees along the western side of Elizabeth Street and there are no waterways within 50 metres of the 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 Elizabeth Street hi rail access pad is highly trafficked by Sydney Trains maintenance crew as well as multiple rail related construction projects. A recent assessment of the pad has identified the need to replace the existing tiles for a number of safety and usability reasons not limited to the following;

- Requires adequate electrical switch protection
- Ease of transitioning from road to rail
- Eliminating pinch points for hirail running standard steer tires opposed to super single tires
- Prevent potential network delays due to poor transition from road to rail by replacing existing step with a ramp and further dilapidation.

7.0 Environmental Benefit

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

Regular use has degraded the general state of the Elizabeth Street hi rail access pad and surrounding area within the rail corridor. The proposed works would have a beneficial environmental impact by sorting and disposing of the various waste that has accumulated over time. All waste will be sorted and recycled or disposed of at an appropriately licence waste facility.

Furthermore, by upgrading the hi rail pad, removing step and pinch points would ensure a smoother transition leading to a potential reduction in noise during use of the hi rail pad.

8.0 Control Measures

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

A site specific Environmental Control Map would be prepared incorporating control measures identified in the CSM works 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?

No. The proposed works are unlikely to be adversely affected by the impacts of climate change due to the location and proposed management measures.

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	The impacts of these works will be similar to those described Approved Project.	No additional mitigation is required	Y	Y	
Water	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Air quality	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Noise vibration	<p>The nature of the noise impacts of the Elizabeth Street access hi rail pad works will be similar to typical noise impacts during access as approved in the CTMP and CSM CA 06.</p> <p>The noise impact of the works would occur behind the closed gate, and would be equivalent of typical train movements or hi rail transition.</p> <p>The use of the new hi rail pad would reduce the operational noise impacts by allowing for smoother transition between road and rail.</p>	Noise blankets would be used to reduce the potential noise impacts.	Y	Y	
Indigenous heritage	The impacts of these works will be similar to those described in Approved Project. No impact on heritage items are expected as this is a highly disturbed environment and	No additional mitigation is 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
	excavation is limited. -				
Non-indigenous heritage	The impacts of these works will be similar to those described in Approved Project. No impact on heritage items are expected as this is a highly disturbed environment and excavation is limited	No additional mitigation is required	Y	Y	
Community and stakeholder	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Traffic	The impacts of these works will be similar to those described in Approved Project and CSM CA 06- use of hirail access. Road impacts, including to bus ways are not anticipated due to limited interface.	No additional mitigation is required	Y	Y	
Waste	The impacts of these works will be similar to those described in Approved Project and the proposed works would have a beneficial environmental impact by sorting and disposing of the various waste that has accumulated over time.	No additional mitigation is required	Y	Y	
Social	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Economic	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Visual	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Urban design	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is 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
Geotechnical	No geotechnical investigations are proposed.	NA	Y	Y	
Land use	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Climate Change	There would be no climate change related impacts.	No additional mitigation is required	Y	Y	
Risk	Environmental risks would be minimal as assessed in this table.	No additional mitigation is required	Y	Y	
Other	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Management and mitigation measures	No additional management and mitigation required for construction of this change.	No additional mitigation is 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 to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Water	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Air quality	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Noise vibration	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Indigenous heritage	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Non-indigenous heritage	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Community and stakeholder	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Traffic	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Waste	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Social	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Economic	No change to the operational impacts	Not applicable	Y	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
	described in the Approved Project.				
Visual	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Urban design	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Geotechnical	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Land use	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Climate Change	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Risk	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Other	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Management and mitigation measures	No change to the operational impacts described in the Approved Project.	Not applicable	Y	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 a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The Approved Project would continue to provide a new metro 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 will assist the Approved Project to achieve its objectives and functions.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works are consistent with the objectives and functions of the construction element of the Approved Project. The Elizabeth Street hi rail access pad is required to service the Central Walk works.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No. There are no new environmental impacts as a result of the proposed works</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed improvement works are consistent with the conditions of approval for the Approved Project and no changes are required.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed improvement works are known and understood and are considered minor in nature.</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 would be managed to avoid adverse impacts. The relevant conditions of approval, the revised environmental management measures, those identified in the CSMW CEMP and the control measures identified in this ECA would be implemented during the proposed improvement works to ensure there are no adverse impacts on the surrounding environment.</p>



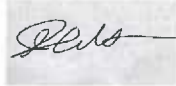
13.0 Other Environmental Approvals

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:			
<ul style="list-style-type: none"> 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:	Lucas Dobrolot	Signature:	
Title:	Environment Advisor		
Company:	Laing O'Rourke	Date:	04 June 2019

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:	Alberto Paludetto	Signature:	
Title:	Environmental Representative	Date:	4/6/19

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	5/6/19
Title:	Planning Approvals Manager	Comments:	
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

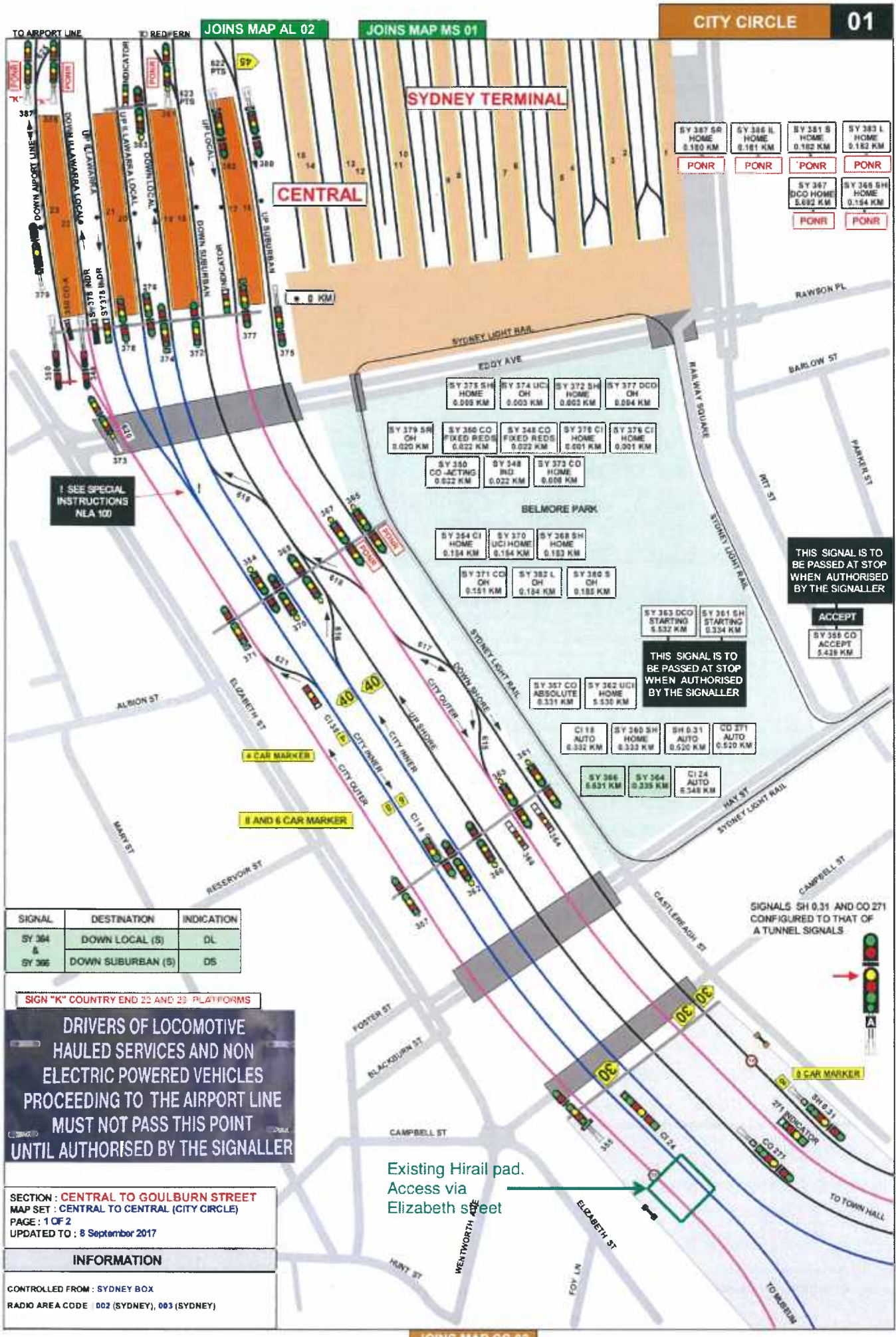
- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.



Endorsed by			
Name:	FIL CERONE	Date:	11/6/19.
Title:	Director Sustainability Environment & Planning, City & Southwest	Comments:	
Signature:			

Appendix A

Location of works



Appendix B



Plate 1: Elizabeth Street Access



Plate 2: Elizabeth Street access from the inside facing up city outer (left) and up city inner (right)



Plate 3: Up city inner, potential pinch points. 12 meters of tiles that need to be replaced as part of the pad.

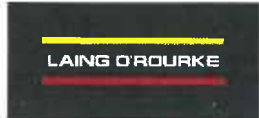


Plate 4: Area to be cleaned and used as temporary lay down.

Appendix C

Elizabeth Street hi rail Access pad TCP

Central Station Main Works Project Construction Traffic Management Plan



Elizabeth St Hi-Rail Access

