



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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Assessment number:	CSM11
Status / version:	1
Planning approval:	SSI – 15_7400
Date required:	04/09/2019
Date approved:	
iCentral number:	SM-19-00128153

Form information – do not alter

Form number	SM ES-FT-414
Applicable to:	Sydney Metro
Document Owner:	Principal Manager, Sustainability, Environment & Planning
System Owner:	Executive Director, Safety, Sustainability & Environment
Status:	Final
Version:	2.0
Date of issue:	14 July 2017
Review date:	14 July 2018

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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

Description of existing approved project you are assessing for consistency:

SSI 15_7400: 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 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.

The Central Station Main (CSM) works are a major element of the Sydney Metro City and Southwest project, which includes the construction of a new metro station underneath Central Station's existing heavy-rail platforms 12, 13, 14 and 15. The works at Central Station include the construction of the Sydney Yard Access Bridge (SYAB). The SYAB project forms part of the Sydney Metro City & Southwest project and is a new permanent road bridge that will provide a connection from Regent Street into the Sydney Yard. The Mortuary Station yard was used for staff amenities and as a laydown and assembly area during the construction of the SYAB to the completion of construction of the staff amenities and as a laydown and assembly area in November / December 2017.

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

- The Sydney Metro City and Southwest – Conditions of Approval – Determination, dated 9th January 2017
- The Sydney Metro City and Southwest - Environmental Impact Statement, dated 3rd May 2016
 - Chapter 9 – Figure 15 – To facilitate the construction of the Sydney Yard Access Bridge Mortuary Station was used as a laydown and assembly area as well as for the placement of a large crane and pad. See **Figure 1** below as extracted from SPIR Chapter 9.

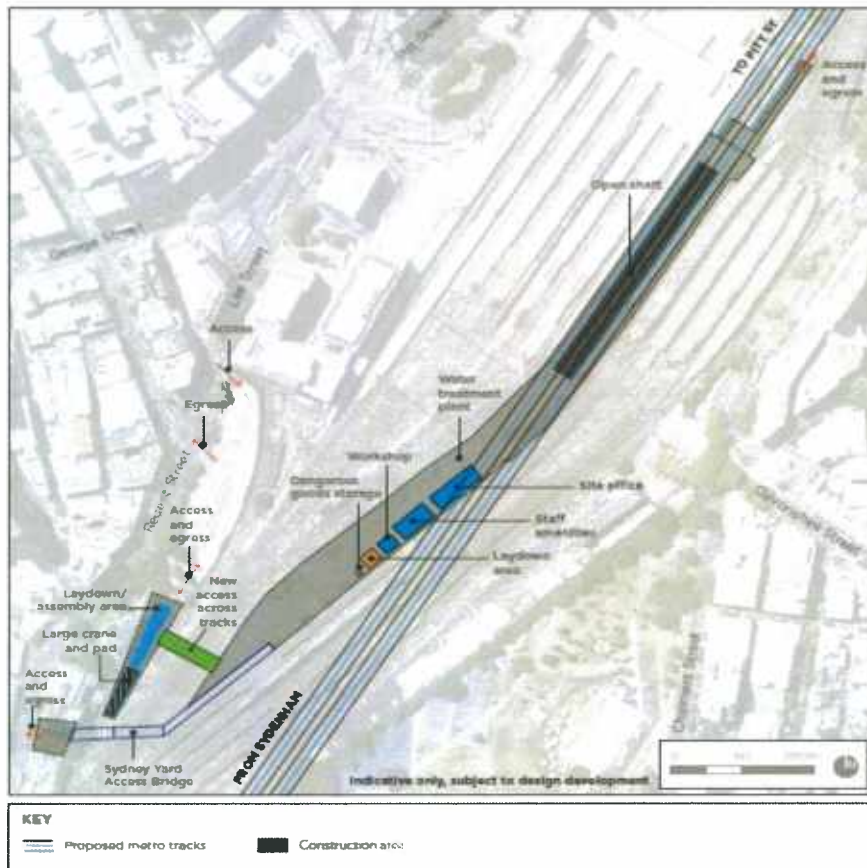


Figure 1 - Inclusion of Mortuary Station for SYAB construction.

- The Sydney Metro City and Southwest Chatswood to Sydenham Submissions and Preferred Infrastructure Report dated October 2016.
- Letter - Endorsement of Laing O' Rourke CEMP, Heritage Management Plan, and Traffic Management Plan for Sydney Metro City
- The Sydney Metro City and Southwest Mod 6 – Ministers Condition of Approval

The proposed works identified in this assessment would be located outside the Project boundary for the Approved project and Modification 2, however would be undertaken in accordance with the mitigation measures identified in this Consistency Assessment, as well as the EIS, PIR 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.

This Environmental Consistency Assessment has been prepared to address the proposed establishment of a temporary storage area within a tract of the Darling Harbour Goods Line and a temporary Archaeological sieving works area within Mortuary Station. Both activities will be based outside of the project footprint, and will occur for a period of four months following endorsement of this document. **See Appendix A for a layout and relative location of each proposed Activity.**

- **Site A:** Darling Harbour Goods Line (DHGL) Storage Area: Located within the Central Station Heritage Curtilage, the proposed work area would require parts of now redundant DHGL to store a variety of structural fixtures and elements given the limited amount of space available within the construction footprint. Space for storage on site has reduced significantly given the expansion of the CSM works, as well as the large area on site that is permanently occupied by Sydney Trains for storage of their material and goods.
 - o Working hours: Standard Construction hours of Monday – Friday 7am – 6pm, and Saturday 8am – 1pm.
 - o Machinery: No powered equipment will be kept on site. Inert steel, plastic and polymer fittings and fixtures are being stored. This will not be an active work area.
 - o Staffing levels: Because it is not an active work area – there will be no staff on site unless unloading or collecting material.
 - o Impacts on utilities and authorities: none – only a storage area.
 - o Waste: None.
 - o Hazardous/dangerous substances: None.
- **Site B:** Mortuary Station Archaeological Works and storage area: The proposed activity would occur adjacent to mortuary station within a footprint that spans 15m x 20m in total within the area previously used as the SYAB & Central staff amenities and as a laydown and assembly area. The activities proposed include wet sieving of archaeological sands over large mud bins to uncover any archaeological remains. Relocating the sieving activity to the proposed area is essential, given the expansion of the Central Station Metro Works, and the limited working and storage space available within Sydney Yard. Space becomes especially limiting considering the large amount of Sydney Yard which is occupied by Sydney Trains for storage.
 - o Working hours: Standard Construction hours of Monday – Friday 7am – 6pm, and Saturday 8am – 1pm.
 - o Machinery: No powered equipment will be kept on site. Only equipment/facilities typically would include: 2x Mud bins, 1x steel skip, 1x site shed, 2x port a loos and a series of garden hoses. Additional bins may be located within the area as required.
 - o Staffing levels: a maximum of 14 staff will be on site at any given moment.
 - o Impacts on utilities and authorities: water and electricity will be sourced locally. A meter will be fixed to account for cost.
 - o Waste: Slurry from the sieving process will be produced, however it will be captured entirely within the large mud bins. Litter from staff will be disposed into bins provided, and port-a-loos will be regularly maintained.
 - o Hazardous/dangerous substances: None.

3.0 Timeframe

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

Both proposed activities will occur for a period of four months' subject to this approval.

Approved standard working hours for the project are as follows:

- 07:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturdays.
- No works Sundays or public holidays.

All works OOH will occur via the Approved OOHW application process.

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.

The site is zoned as SP2 – Special Purpose (Infrastructure) and is owned by Sydney Trains.

- The Archaeological Sieving Area will occupy an area of 186m² and is located within the Mortuary Station yard, between Mortuary Station and the Bus Depot – adjacent to Regent Street.
- The DHGL Storage Area will occupy an area of 244m² within the DHGL. The proposed work area is located between the Bus Depot that is adjacent to Regent Street, and Platform 0 of Central Station.

Both work areas are located on Lot/Section/Plan no: 118//DP1078271, which is where the majority of works for the Sydney Metro - Chatswood to Sydenham - City & Southwest Project will take place.

See Appendix A for a map detailing the locations of proposed ancillary facilities.

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.

There is minimal ground cover at both proposed work areas, with the vast majority of land consisting of a thick layer of rail ballast. Flora are sparse and are predominantly noxious species including *Aegeratina adenophora* and *Bidens pilosa*. There are no nearby waterways.

The surrounding land uses are roads including Lee and Regent Streets, the rail corridor and associated infrastructure, commercial and residential buildings as well as educational facilities. The Environmental Control Maps for each proposed ancillary facility in Appendix B and C specify their distances to the nearest sensitive receiver.

The sites are located within the state heritage listed Sydney Terminal and Central Railway Stations Group (01255), on Eddy Avenue, Sydney.

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.

Both proposed activities are required to accommodate the growing demands for space as the Central Station Main Works continues its construction. The Metro Box area is currently undergoing some of its most expansive excavation activities and given the high amount of archaeological potential with the site, there will be large quantities of archaeological sands which will require wet sieving for any remains.

Although Sydney Yard was intended to provide adequate storage area to facilitate the construction of CSM, both the large quantity of cemetery sands that need to be stored and sieved plus the large area of the site is occupied permanently by Sydney trains for storage of their goods, which has greatly reduced the potential storage area for the project.

The purpose of this consistency assessment is to relocate activities and storage of goods off site into areas where there would be no environmental impact, so that the construction of the CSM is not hindered purely as a function of limited working space. Should either proposed activities be denied, excavation of the Metro Box would be slowed drastically, given the amount of time required by archaeologists to sift through the already stockpiled archaeological sands within Sydney Yard.

7.0 Environmental Benefit

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

None identified.



8.0 Control Measures

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

The current EMP incorporates the existing measures identified in the EMM, REMM and CoA and does not need further considerations given the small scale of the proposed works.

Site specific Environmental Control Maps and Erosion Sediment Control Plans have been developed for the proposed works. See Appendix B – D.

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 will not influence the impacts 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 flora and fauna will be impacted by either proposed activity.	No additional mitigation measures to be implemented.	Y	Y	-
Water	Erosion and Sediment (ERSED) controls will be emplaced as detailed in Appendix B – D. Slurry from the wet sieving of archaeological sands will be contained within specific mud bins. The area within site B will be laid with geo-fabric and then ballast to ensure any slurry that may fall outside of the mud bins is captured and filtered appropriately. The impacts of these works will not vary from those	See Appendix B – D for site specific ERSED Controls that will be emplaced.	Y	Y	-
Air quality	There is a potential for dust to be generated from the sand skip in Site B. Soil will be dampened to prevent dust, and the skip will be covered at the end of each shift prior to rain or any forecasted wind.	See Appendix D for site specific ERSED and dust controls measured. These are no different to those identified in the EMM, REMM or CoA.	Y	Y	-
Noise vibration	The noise and vibration assessment in the EIS included the impact to receivers that are located within 200 metres from the nominated construction site. The proposed works will be located more than 50m from any sensitive receivers, and its impacts will not increase the noise and vibration impacts assessed as part of the CNVIS. Site A will only store materials, and as such will not be an active worksite with neither workers or plant being present or being operated.	No additional mitigation measures to be implemented beyond the EMM, REMM or CoA.	Y	Y	-

	<p>Site B will contain non-powered equipment and plant, however will have up to 14 staff at any one point. Staff are anticipated to use sieves (mechanical) and hoses with a spray attachment only. Working hours would be from 7am till 6pm, however workers are likely to work only until 3.30pm.</p> <p>Site A will very rarely be frequented by vehicles that will pick up or drop off equipment. In contrast, Site B can expect up to 5 truck visits per day to pick up and drop off the mud skips at the start and close of each day. Beyond this, there will be no other vehicles or plant on site as specified in Appendix C.</p> <p>Beyond the infrequent vehicle movements, there would be no powered equipment or vibration intensive equipment used on either site.</p>				
Indigenous heritage	These works will not impact on Indigenous Heritage described in the EIS.	None required	Y	Y	-
Non-indigenous heritage	<p>These works occur within the Central Station s.170 and SHR Curtilage for Non-aboriginal heritage. Although the works are non-intrusive and unlikely to impact heritage structures on site (including sleepers, rail lines etc) – site specific control measures have been developed and are addressed in both this Table, and the Environmental Control maps in Appendix B and C.</p>	<p>Site A: ATF fencing to be installed adjacent the brick wall to shield from potential impact.</p> <p>Site B: The entire work area will have a layer of geofabric followed by 300mm of DGB placed over it to protect the rail infrastructure. ATF fencing will be erected around the entire work area to shield heritage structures/Mortuary station from impact and to limit the bounds of activity. The key protection measure at Site A are alike to those adopted during the SYAB construction.</p> <p>Neither activities will disturb the soil profile and therefore impact archaeology or heritage.</p> <p>See Appendix B and C.</p>	Y	Y	-

(Uncontrolled when printed)

Community and stakeholder	The impacts of these works will not differ to those described in the EIS.	None required	Y	Y	-
Traffic	The impacts of these works would be negligible. Site A and B can expect to receive a maximum of five truck and small vehicle movements per day. These vehicles will use the bus depot and its designated traffic light to integrate into the local roads, thereby causing a negligible impact to local traffic.	None required. However, a TCP has been developed. See Appendix E.	Y	Y	-
Waste	Site B would generate slurry as its major waste stream, however this would be captured within the mud bins over which the wet sieving would occur. Once these mud bins reach capacity, they are taken offsite and treated by a licensed facility. This waste stream is not managed by LORAC. Site B will also produce other anthropogenic wastes including litter and sewerage. Port-a-loos will be maintained as necessary, and litter captured within bins provided on site. All wastes will be managed using existing waste management measures.	Managed as per the EMM, REMM CoA's and the site specific ECM and ESCP.	Y	Y	-
Social	The impacts of these works will not influence the wider community.	None required	Y	Y	-
Economic	The proposed works will not influence the local or wider economy.	No additional mitigation measures to be implemented.	Y	Y	-

(Uncontrolled when printed)

Visual	Site A will be out of site, however Site B has a potential to cause visual disturbance to rail users. Boundary Screening on ATF fencing will be erected around the perimeter of the work area as specified in the ECM an in Appendix C.	No additional mitigation measures to be implemented – as per the EMM, REMM and CoA.	Y	Y	—
Urban design	The impacts of these works will not contribute to the Urban design.	No additional mitigation measures to be implemented.	Y	Y	—
Geotechnical	No geotechnical impacts involved for the proposed works.	No additional mitigation measures to be implemented.	Y	Y	—
Land use	The impact of these works not influence future land use.	No additional mitigation measures to be implemented.	Y	Y	—
Climate Change	There will be no climate change related impacts.	No additional mitigation measures to be implemented.	Y	Y	—
Risk	Environmental risks would be negligible as assessed in this table.	As per the EMM, REMM and CoA.	Y	Y	—
Other	The impacts of these works will not differ from those described in the EIS.	As per the EMM, REMM and CoA.	Y	Y	—
Management and mitigation measures	No additional management and mitigation required for construction of this change.	As per the EMM, REMM and CoA.	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	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-
Water	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-
Air quality	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-
Noise vibration	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-
Indigenous heritage	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-
Non-indigenous heritage	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-
Community and stakeholder	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-
Traffic	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	-

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
Waste	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Social	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Economic	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Visual	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Urban design	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Geotechnical	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Land use	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Climate Change	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Risk	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	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
Other	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	—
Management and mitigation measures	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	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. The proposed works are adjacent to land upon which the CSSI is being carried out.</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 assist the Approved Project to achieve its objectives and functions. Relocating storage of materials and archaeological sieving outside of Sydney yard would return much needed storage space for the project. This in turn will allow continued deep excavation of the CSM works, allowing the more efficient construction and workflow of the Approved project.</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. Any apparent impacts are negligible and will be addressed by current mitigation measures of the Approved Project as well as the newly drafted ECM and ESCP.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works are consistent with the conditions of approval for the Approved Project and no changes are required to accommodate them.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. All impacts of the proposed works have been assessed and deemed as negligible given the scale of works and the current mitigation measures emplaced.</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 relevant conditions of approval, revised environmental management measures and newly developed ECM's and ESCP utilised by the Approved Project would be implemented during construction and operation of the proposed works to ensure they do not have an adverse impact on the surrounding environment.</p>


13.0 Other Environmental Approvals

Identify all other approvals required for the project:

NIL.


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:	Hussain Nilar	Signature:	
Title:	Environmental Advisor	Date:	19/08/2019
Company:	Laing O'Rourke		

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:	6/9/19

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	6/9/19
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:	11/9/19
Title:	Principal Manager DIRECTOR Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Appendix A – Location of Work Sites

Overarching Site Layout

Site A: Darling Harbour Goods Line Storage

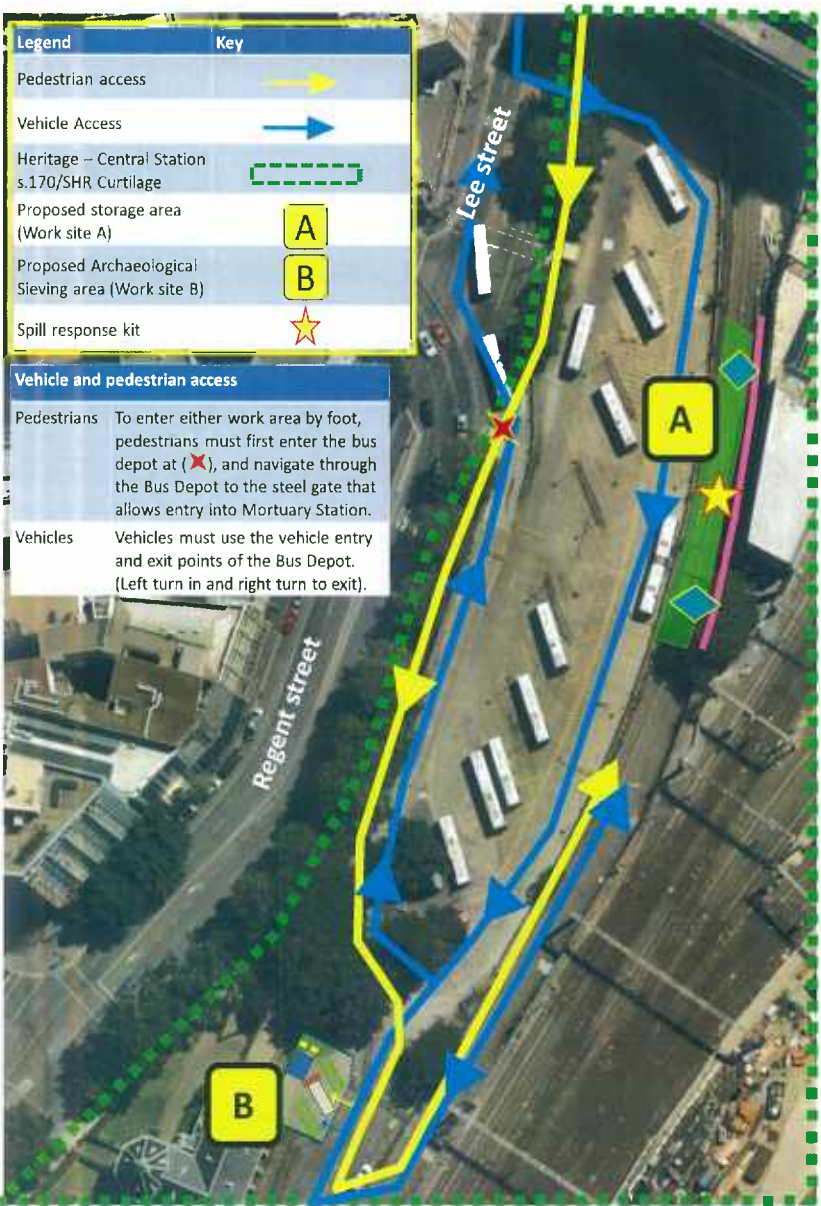


Legend	Key
Pedestrian access	
Vehicle Access	
Spill response kit	
Item storage area	
Boundary fencing (ATF)	
Unrestricted live drain	

Site B: Archaeological Sieving Area



Key	Item
	ATF Fencing – with mesh screening
	Ground coverage: Geo-fabric + ballast
	Geo-fabric encasing sandbag/ballast bund.
	Mud bin
	Sand skip
	Site shed
	Ply board – sand capture
	Port-a-loo
	Protected drain
	Pedestrian movement
	Vehicle movement



Appendix B: Environmental Control Map DHGL Storage



Central Station Main Works - Environmental Control Plan Site A: Darling Harbour Goods Line Storage Works



Minor Environmental Concerns

- Dust:**
- Storage of listed material is not expected to generate dust.
- Noise and Vibration :**
- No vibration or noise intensive activities permitted.
 - Proposed activities will be restricted to standard construction hours.
 - Works outside standard hours will require an OOHW Approval.
- Waste**
- No waste is anticipated to be produced. Any litter generated must be disposed into skips located within the Wet Sieving Area (Site B).
- Hazardous/Contaminated Material**
- No disturbance to land permitted. Excavation must not occur.
- Biodiversity**
- No impact predicted.
 - If fauna are identified – contact an Environmental Team member.

Traffic and Access Management

- Construction vehicles must be operated so as to not cause cueing on public roads adjacent to the works area.
- Construction vehicles must not park or stand in the Bus Depot. **No parking in Mortuary Station yard.**
- Ensure public access is maintained at all times and alternatives provided if necessary.
- Access to site by foot will be as shown in this ECM, where the entry point is via the exit for the bus depot onto Regent Street.

Incident Procedure



Archaeological and Heritage Management

- The proposed work area is within the Central Station s.170 and SHR Curtilage. Existing rail lines and retaining walls are of heritage value.
- Erect ATF fencing adjacent to the brick wall prior to storage.** Do not store materials on, against or directly adjacent to heritage items.
- Should heritage/archaeological items be uncovered:
 - Stop works immediately. Leave the item in place and isolate from other activities.
 - Notify the Environmental Team who will engage Sydney Metro.
 - The heritage consultant will be contacted to determine the items significance.
 - The heritage consultant will indicate whether works may proceed.

Proposed Work Activity

- Storage of solid materials within the Darling Harbour Goods Line (DHGL). Work activities will be restricted to vehicle and pedestrian movements to move, unload, and stock materials in the proposed work area
- Stored materials include:
 - Conduit packs
 - Galvanised steel troughing
 - Cable pits
 - Fixtures/fittings.
- There will be no stockpiling of loose material such as soil and other natural materials, waste, or similar.
- No liquids are to be stored in the proposed storage area.
- Any unlisted material that requires storing in the DHGL will require confirmation by the Environmental Team.**
- Standard Construction Hours:**
Storage of materials may only occur between:
 - 7am – 6pm Mon – Fri
 - 8am – 1pm Saturday.

Erosion Sediment Control Measures

- No disturbance to the soil profile permitted.
- Drains are present in the proposed storage area – ensure that material is not stored next to/on top of drains. Drains should remain unrestricted.
- Ensure fence installed does not disrupt existing surface water run off.

Nearest Sensitive Receivers

Address	Receiver type	Approximate distance to receiver
28 Regents Street	Residential	95m
52 Regents street	Residential	182m

Revision A
ER Endorsement:

Name: _____ Signature _____
Date: _____

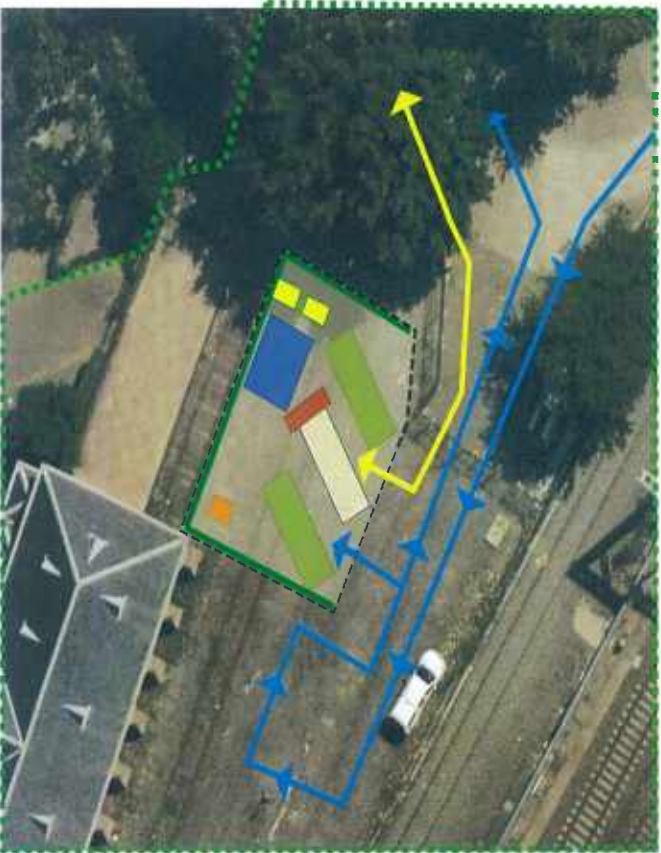
Item	Responsible Party	Start Date	End Date
Environmental Management Plan	LAING O'ROURKE	2017-01-01	2017-12-31
Heritage Management Plan	LAING O'ROURKE	2017-01-01	2017-12-31
Archaeological Management Plan	LAING O'ROURKE	2017-01-01	2017-12-31
Incident Response Plan	LAING O'ROURKE	2017-01-01	2017-12-31
Traffic and Access Management Plan	LAING O'ROURKE	2017-01-01	2017-12-31

Appendix C: Environmental Control Map – Archaeological Sieving Area



Project Name	Central Station
Project Number	170
Client	Sydney Metro
Contract Reference	170-01
Contract Value	\$100,000,000
Contract Start Date	15/01/2017
Contract End Date	31/12/2018
Contract Status	Active
Contract Manager	John Smith
Contract Location	Central Station
Contract Description	Construction of Central Station
Contract Documents	170-01-01, 170-01-02, 170-01-03
Contract Drawings	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Specifications	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Conditions	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Terms	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Notes	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Attachments	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract References	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Links	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Contacts	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract History	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Audit	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Review	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Approval	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Sign-off	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Completion	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Close-out	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Archiving	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Retention	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Destruction	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Archival	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Access	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Search	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Filter	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Sort	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Group	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Save	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Print	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Export	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Import	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Refresh	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Reset	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Cancel	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Close	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Back	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Forward	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Home	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Stop	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Refresh	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Reset	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Cancel	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Close	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Back	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Forward	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Home	170-01-01-01, 170-01-01-02, 170-01-01-03
Contract Stop	170-01-01-01, 170-01-01-02, 170-01-01-03

Central Station Main Works - Environmental Control Plan Site B: Archaeological Sieving Works Area



Soil and Water

- See Erosion Sediment Control Plan (ESCP) for details
- No disturbance to the soil profile permitted – other than the sediment fence placed around the live drain.
 - Do not damage, knock, or disturb the Erosion Sediment (ERSED) controls. If damaged – replace immediately.
 - Sand skip must be covered at the end of each shift using black plastic – weighed down by sand bags.

Archaeological and Heritage Management

- The proposed work area is within the Central Station s.170 and SHR Curtilage. There is a heritage rail line that runs through the middle of the proposed work area. Key Protection Measures include:
 - Erect temporary ATF fencing around the proposed work area to inform the permitted work footprint.
 - Lay geo-fabric, followed by a layer of ballast across the entire work area prior to any works. (See ESCP).
 - Do not undertake any activities which may disturb the soil profile.
- If any unknown item is uncovered, stop works, isolate the item and follow the **Unexpected Finds Protocol**:
 - Notify the Environmental Team who will engage Sydney Metro.
 - The heritage consultant will be contacted to determine the items significance.
 - The heritage consultant will indicate whether works may proceed.

Waste and Spoil Management

- All wet sieving will occur over the mud bins to capture any slurry.
- Shovelling and distribution of sand by hand must occur methodically in order to minimise any spillage.
- Ply-board must be placed at the opening of the sand skip to capture any material that falls when doors are opened.
- Litter generated by workers must be disposed into bins provided. There must be no littering.
- Port-a-loos will be maintained as required. Workers must only use port-a-loos provided.
- No hazardous material will be handled on site.

Incident Procedure



Minor Environmental Concerns

- Biodiversity:**
- No impacts to biodiversity predicted.
 - All site facilities/equipment will be placed outside the dripline of trees.
 - If fauna are identified, stop works and contact the Environmental Team.
- Visual Amenity:**
- Mesh screening will be placed on ATF-fencing that borders the works area.

Nearest Sensitive Receivers	Site	Plant	Way	Items
Address: 73 Regent Street Receiver type: Residential Approximate distance to receiver: 52m	[Symbol]	ATF Fencing – with mesh screening	[Symbol]	Sand skip
Address: 52 Regents street Receiver type: Residential Approximate distance to receiver: 55m	[Symbol]	Ground coverage: Geo-fabric + ballast	[Symbol]	Site shed
Revision A By: [Signature] Date: [Date]	[Symbol]	Geo-fabric encasing sandbag/ballast bund.	[Symbol]	Ply board – sand capture
	[Symbol]	Mud bin	[Symbol]	Port-a-loo
	[Symbol]	Heritage – Central Station s.170/SHR Curtilage	[Symbol]	Protected drain
	[Symbol]		[Symbol]	Pedestrian movement
	[Symbol]		[Symbol]	Vehicle movement

Proposed Work Activity

- Archaeologist will be wet-sieving sands for archaeological remains, over a large 7x2m mud bin.
- All recovered archaeological remains will be brought back to the Sydney Yard for storage and not kept in the proposed works area.
- Mud bins are expected to be emptied daily, while the sand skip will be transported in and out of site weekly.
- There will be no additional plant, equipment, or material storage on site unless prior consultation with the Environmental Team.**
- Standard Construction Hours apply for all works:** Removal/emplacement of skips and archaeological sieving will only occur between:
 - 7am – 6pm Monday – Friday
 - 8am – 1pm Saturday.

Traffic and Access Management

- Construction vehicles must be operated so as to not cause queuing on public roads adjacent to the works area.
 - Trucks required to pick up/drop off skips in Mortuary station must coordinate with site personnel to ensure that skips are swiftly removed/emplaced. Trucks must use the Mortuary Station yard area for turning and not the Bus Depot.
- There will be no parking of construction vehicles within the Bus Depot or Mortuary Station storage yard.
- Ensure pedestrian access is maintained at all times and alternatives provided as necessary.
- Access via foot would be through the bus depot, adjacent to Mortuary Station.

Noise and Vibration

- There will be no use or storage of plant within the proposed work area.
- There will be no parking permitted within the Bus Depot or Mortuary Station – both personal or construction vehicles.
- No vibration or noise intensive activities are expected, and will not be permitted. Activities proposed beyond deliveries include:
 - Manual shovelling and movement of sand using buckets and shovels.
 - Sieving through archaeological remains using a mist attachment on a hose.
- Proposed activities will be restricted to standard construction hours.
- Works outside standard hours will require an OOHW Approval.

Appendix D: Erosion Sediment Control Plan - Site B



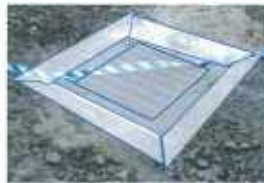
Developed by: Hussain Nisar – Environmental Advisor
Approved: Environmental Manager

Name: _____ Signature _____
Date: _____

Key	Item
	ATF Fencing – with mesh screening
	Ground coverage: Geo-fabric + ballast
	Geo-fabric encasing sandbag/ballast bund.
	Mud bin
	Sand skip
	Site shed
	Ply board – sand capture
	Port-a-loo
	Protected drain
	Pedestrian movement
	Vehicle movement

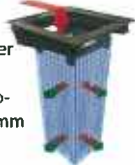
Daily/Pre-rain shut down:
At the end of each day and prior to any rain events:

- Skip doors must be shut.
- Skip must be covered in black plastic and weighed down.



Drain protection measures:

- Geo-fabric wrapped over the grill of the drain.
- Bund around drain (geo-fabric encasing fine 20mm ballast or sandbags)
- Install geo-pod (right)



Ground coverage:



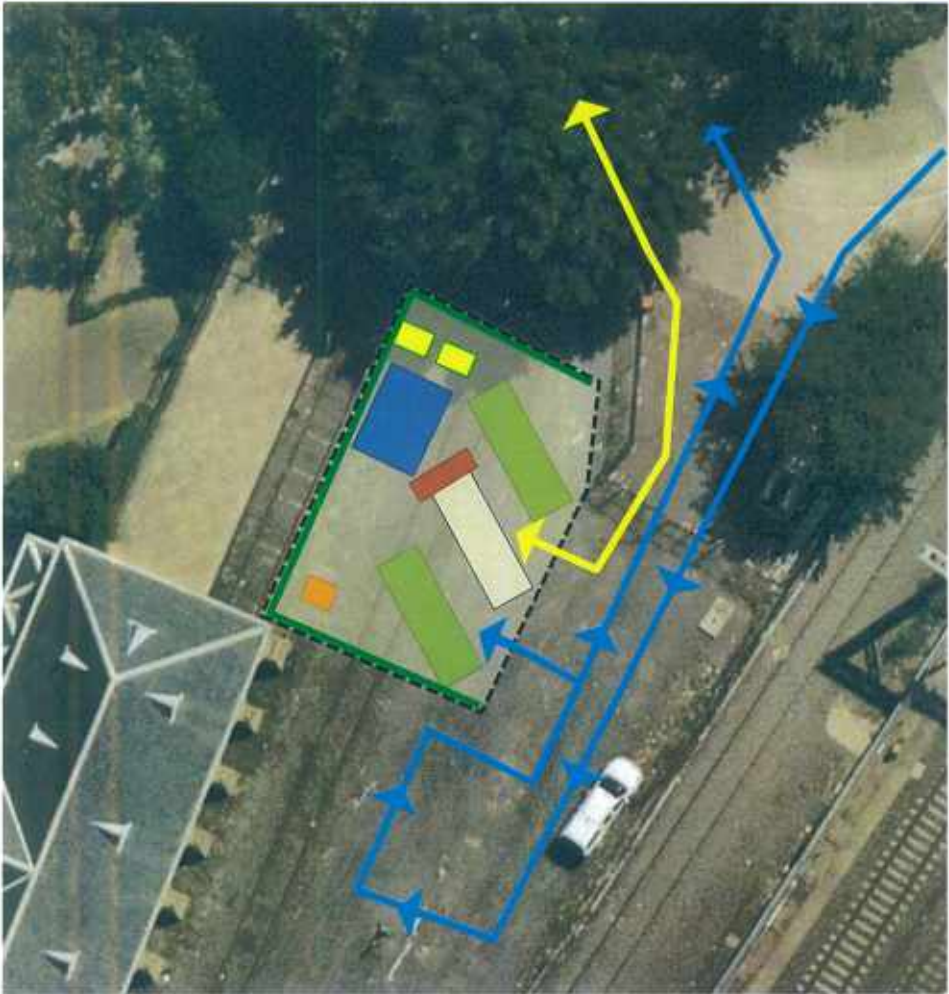
1. New layer of ballast.
2. Layer of geo-fabric
3. Existing ballast

Sand skip & Ply board:



Ply board the width of the sand skip must be laid on the ground to capture any material that may fall when the doors are opened. This ensures the longevity of the ballast and geo-fabric.

Site B: Archaeological Sieving Work Area: Erosion and Sediment Control Plan



Appendix E – Traffic Control Plan

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LAING O'ROURKE
Location - Lee St, Chippendale

Client: Laing O'Rourke	WOKERS ON FOOT: NO GO ZONE - [Red Box] RESTRICTED ZONE - [Green Box] SHOWED ZONE - [Blue Box]	Implemented By: Name - Cert No - Date - Signed -	AS 1742.3.4 Dimension D ₁ determined in metres and used for positioning of advance signs and related purposes	Dimension D₁ [Table with dimensions]	
Scope of Works: Central Station Upgrade	Plan No.: XXXXXXXX Plan NOT TO SCALE		AS 1742.3.4 Dimension D ₁ determined in metres and used for positioning of advance signs and related purposes	Dimension D₁ [Table with dimensions]	
Job location: Lee St, Chippendale	Author: Sandeep Kumar Kohli Cert. No.: 0051768394		AS 1742.3.4 Dimension D ₁ determined in metres and used for positioning of advance signs and related purposes	Dimension D₁ [Table with dimensions]	Traffic Management [Contact info]

Unclassified

Sydney Metro – Integrated Management System (IMS)

(Uncontrolled when printed)

