



Integrated  
Management  
System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Traffic changes at Sydenham
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	TfNSW 31
<b>Status:</b>	Final
<b>Version:</b>	1.0
<b>Planning approval:</b>	SSI 15_7400
<b>Date required:</b>	31 December 2018
<b>iCentral number</b>	SM-18-00161930

Form information – do not alter

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

<p>Planning approval reference details (Application/Document No. (including modifications)):                  SSI 15_7400 Sydney Metro City &amp; Southwest – Chatswood to Sydenham, as modified.                  Modification 1 – Relocation of Victoria Cross northern services building, additional station entry and relocation of Artarmon Substation                  Modification 2 – Central Walk                  Modification 3 – Martin Place Metro Station                  Modification 4 – Sydenham Station and Sydney Metro Trains Facility South                  Modification 5 – Blues Point acoustic shed</p>
<p>Date of determination:                  SSI 15_7400 – 9 January 2017                  Mod 1 – 18 October 2017                  Mod 2 – 21 December 2017                  Mod 3 – 22 March 2018                  Mod 4 – 13 December 2017                  Mod 5 – 2 November 2018</p>
<p>Type of planning approval:                  Division 5.2 – critical State significant infrastructure</p>
<p>Description of existing approved project you are assessing for consistency:                  The Chatswood to Sydenham component of Sydney Metro City &amp; Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided as Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo as well as new metro platforms at Central and Sydenham stations.                  Modification 4 related to the upgrade of Sydenham Station and provision of Sydney Metro Trains Facility South. To facilitate the construction of works at Sydenham Station, the project includes the following scope:</p> <ul style="list-style-type: none"> <li>- Adjustment of some roads around Sydenham Station</li> <li>- Adjustment to bus services and stops near Sydenham Station</li> <li>- Adjustments to pedestrian networks including footpaths and crossings around Sydenham Station.</li> </ul>

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

Chatswood to Sydenham Environmental Impact Statement May 2016

Chatswood to Sydenham Submissions and Preferred Infrastructure Report October 2016

Chatswood to Sydenham conditions of approval 9 January 2017, as modified

Modifications 1-5 Modification Reports and Submission Reports

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, modification reports, submission reports and the Infrastructure Approval, as modified.

## 2.0 Description of proposed development/activity/works

The delivery of a new station entrance plaza on Burrows Avenue at Sydenham would remove the existing separated left lane that connects Burrows Avenue to Bolton Street and provides buses with an ability to complete a U-turn at the intersection of Burrows Avenue and Hogan Avenue. This change directly affects the existing rail possession replacement bus services as well as the proposed temporary transport arrangements for Sydenham Station during rail possessions required to construct Sydney Metro. As such, changes to the bus stop configuration at Sydenham Station are required. The proposed works include a combination of bus set-down and pick up on Railway Parade, in the location of the existing set-down only bus stop for rail replacement bus services. This reconfiguration would be supported by widened footpaths on Railway Parade, which would affect the length of the through lane. Refer to Attachment A for the plan of the proposed works. The proposed arrangement replaces the permanent bus layover facility identified in the Modification Report at 117 Railway Road, as it provides a superior outcome for both temporary and ongoing bus movements and passenger interchange, particularly with regard to safety and pedestrian circulation space.

These works fall within the scope of approved project, however Sydney Metro proposes to make these changes permanent rather than just for the duration of construction works at Sydenham Station.

## 3.0 Timeframe

Works are anticipated to commence in late 2018.

## 4.0 Site description

Works would be carried out within the project area on Railway Parade on the northern side of Sydenham Station. The works extend from Gleeson Avenue to the northern station entry plaza on Railway Parade.

## 5.0 Site Environmental Characteristics

A description of the site environmental characteristics is provided in the Sydenham Station and Sydney Metro Trains Facility South modification report.

## 6.0 Justification for the proposed works

The proposed works are part of the approved project at Sydenham Station, however Sydney Metro propose to make the adjustments to the traffic network permanent rather than to just facilitate the construction of the project. The benefits of making these changes permanent are as follows:

- Provides a permanent solution to ongoing Sydney Trains rail replacement bus services
- Provides an accessible interchange for bus and rail customers
- Improves safety for pedestrians and cyclists
- Improves safety for motorists
- Provides an opportunity for growth in long-term bus operations
- Avoids the need for ongoing traffic management arrangements for rail replacement bus services, and associated costs
- Improves customer legibility of bus services
- Supports local cycleway connectivity
- Aligns with Inner West Council's master plan vision
- Addresses high-risk intersections identified by the Centre for Road Safety.

The proposed works would also respond to the following conditions of approval:

- E75 which requires adverse changes to transport networks to be minimised and facilitation of improved levels of service in relation to permanent traffic changes.
- E92 which requires consideration of safe, convenient, efficient and sufficient access to the station
- E95.1 which requires investigation and allowance for potential cycle connections between Sydenham and Marrickville.

The permanent changes to the traffic network would be detailed in the Interchange Access Plan for Sydenham Station, as required by Condition E92.

## 7.0 Environmental Benefit

The environmental benefits of the proposed works relate to the improved traffic and transport outcomes in the long-term.

## 8.0 Control Measures

Will a project and site specific EMP be prepared? Yes

Are appropriate control measures already identified in an existing EMP? No

## 9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? No

If yes, what adaptation/mitigation measures will be incorporated into the design? N/A

## 10.0 Impact Assessment – Construction

The construction of the proposed works form part of the project approval and therefore no further assessment is required.

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	N/A	N/A	Y	Y	
Water	N/A	N/A	Y	Y	
Air quality	N/A	N/A	Y	Y	
Noise vibration	N/A	N/A	Y	Y	
Indigenous heritage	N/A	N/A	Y	Y	
Non-indigenous heritage	N/A	N/A	Y	Y	
Community and stakeholder	N/A	N/A	Y	Y	
Traffic	N/A	N/A	Y	Y	
Waste	N/A	N/A	Y	Y	
Social	N/A	N/A	Y	Y	
Economic	N/A	N/A	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
Visual	N/A	N/A	Y	Y	
Urban design	N/A	N/A	Y	Y	
Geotechnical	N/A	N/A	Y	Y	
Land use	N/A	N/A	Y	Y	
Climate Change	N/A	N/A	Y	Y	
Risk	N/A	N/A	Y	Y	
Other	N/A	N/A	Y	Y	
Management and mitigation measures	N/A	N/A	Y	Y	

## 11.0 Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Water	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Air quality	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Noise vibration	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Indigenous heritage	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Non-indigenous heritage	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Community and stakeholder	By making the proposed traffic and transport network adjustments permanent, the community would benefit from an accessible interchange for bus and rail customers, improved safety for motorists, pedestrians and cyclists, improved customer legibility of bus services, and opportunities for improved local cycleway connectivity.	No additional mitigation is required.	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
Traffic	<p>Making the proposed traffic and transport network adjustments permanent would result in the impacts and benefits of the work on a long-term basis. There are minimal impacts from the work, such as a reduced length to the through-lane of Railway Parade and this does not significantly affect the road network performance. There are no parking impacts from the proposed works.</p> <p>The benefits of the works include:</p> <ul style="list-style-type: none"> <li>- A permanent solution to ongoing Sydney Trains rail replacement bus services</li> <li>- An accessible interchange for bus and rail customers</li> <li>- Improved safety for pedestrians and cyclists</li> <li>- Improved safety for motorists</li> <li>- An opportunity for growth in long-term bus operations</li> <li>- Avoiding the need for ongoing traffic management arrangements for rail replacement bus services</li> <li>- High-risk intersections identified by the Centre for Road Safety (part of TfNSW) addressed.</li> </ul> <p>The permanent changes to the traffic and transport network have been discussed with key stakeholders, including TfNSW (including Transport Coordination and Infrastructure &amp; Services), Road and Maritime Services, and Sydney Trains. In-principle support has been achieved for the proposed permanent changes. Ongoing consultation would be undertaken through existing forums and works undertaken in accordance with a Works Authorisation Deed.</p>	No additional mitigation is required.	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	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Social	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Economic	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Visual	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Urban design	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Geotechnical	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Land use	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Climate Change	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Risk	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Other	No change from impacts described for the approved project	No additional mitigation is required.	Y	Y	
Management and mitigation measures	No change from impacts described for the approved project	No additional mitigation is required.	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 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 from Chatswood to 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 proposed works would be consistent with the objectives and functions of the construction elements of the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>The proposed works would result in long-term benefits to the traffic and transport network at Sydenham Station. No new environmental impacts are expected.</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>


## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:


N/A

## Author certification

To be completed by person preparing checklist.

<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <ul style="list-style-type: none"> <li>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</li> <li>Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.</li> </ul>			
Name:	Yvette Buchli	Signature:	
Title:	Planning Approvals Manager		
Company:	Sydney Metro	Date:	7 November 2018

## Environmental Representative Review

<p>As an approved ER for the Sydney Metro City &amp; 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.</p>			
Name:	Jo Robertson	Signature:	 <i>ER Endorsement is conditional on ongoing consultation with RMS, Sydney Trains and Council as part of permanent design development</i>
Title:	Environmental Representative		
Date:		Date:	7 November 2018


This section is for Sydney Metro only.

<p>Application supported and submitted by</p>			
Name:	CAROLYN RILEY	Date:	20/11/18
Title:	ASSOCIATE DIRECTOR PLANNING APPROVALS	Comments:	
Signature:			

(Uncontrolled when printed)

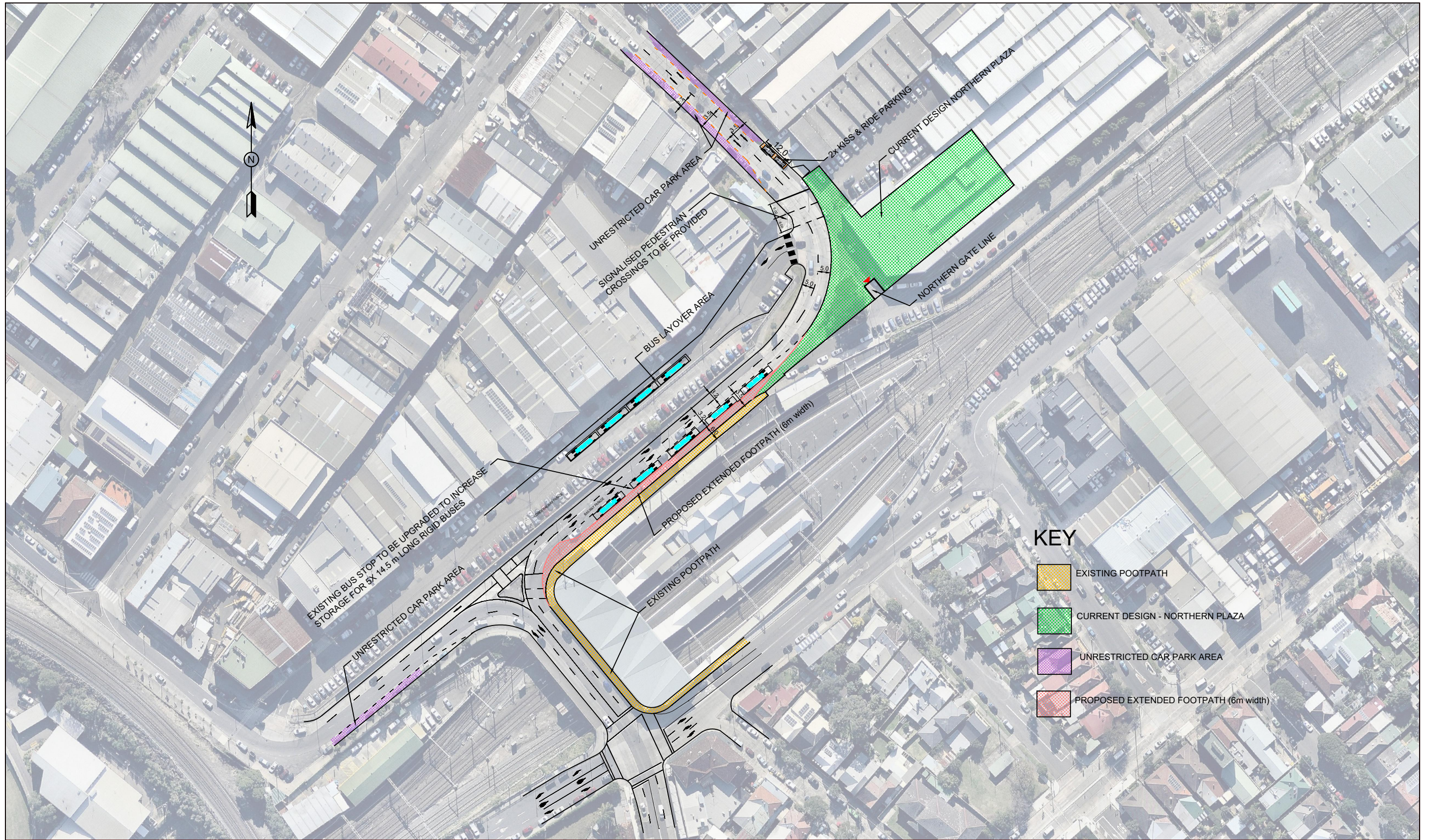
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- 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:	29 November 2018
Title:	Director City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			

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## Attachment A – Plan of proposed traffic and transport changes



DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

**KEY**

- EXISTING FOOTPATH
- CURRENT DESIGN - NORTHERN PLAZA
- UNRESTRICTED CAR PARK AREA
- PROPOSED EXTENDED FOOTPATH (6m width)

RAILWAY PARADE WIDENING FOOTPATH  
GLEESON AVENUE / RAILWAY PARADE INTERSECTION

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DRAWN S. Baghradi 13 August 2018  
 DESIGNED \_\_\_\_\_  
 DRG CHECK \_\_\_\_\_  
 DESIGN CHECK \_\_\_\_\_  
 APPROVED \_\_\_\_\_

0 2.5 5 10  
SCALE 1:500m

**SYDNEY METRO CITY & SOUTHWEST  
GLEESON AVENUE  
RAILWAY PARADE INTERSECTION  
WIDENING FOOTPATH**

FILE No. \_\_\_\_\_ SHEET: 1 OF 1  
 STATUS: DRAFT TMC:  
 DRG No. \_\_\_\_\_ EDMS No. \_\_\_\_\_  
 NWRLSRT - NWR - SPS-TI-DWG-000002

Q1	CONCEPT DESIGN	DESIGNER	VERIFIED	APPROVED
AMD	DESCRIPTION	SIGN./DATE	SIGN./DATE	SIGN./DATE
CO-ORDINATE SYSTEM:	tbCoordSys	HEIGHT DATUM:	tbHghtDatum	SCALE:
				tbScale

