



# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Prepared by:</b>	Leah Henderson
<b>Prepared for:</b>	Laing O'Rourke
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Form information – do not alter

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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).

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.

Type of planning approval:

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.

SSI Mod 2: Given the modifications that have been approved, the Chatswood to Sydenham component of Sydney Metro City and Southwest SSI is now approved to operate to Sydenham Station and includes the upgrade of Sydenham Station and the delivery of Central Walk. 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. Work to the existing Central Station and Central Walk, which includes a new eastern entrance and concourse running below the suburban rail platforms (existing platforms 16 to 23).

Section 14.3.1 of SSI Mod 2 identified the construction of the Sydney Yard Access Bridge, including the use of several temporary cranes and crane pads to the east of Mortuary Station as being part of the Approved Project. A map showing the work site is provided in Figure 14.1 of SSI Mod 2.

The location of the current laydown facility and pedestrian access through Mortuary Station was approved in accordance with the Sydney Yard Access Bridge – Access and Temporary Construction Area Consistency Assessment (September 2017).

The use of a construction site office and associated access until February 2019 for the CSM works was not identified or assessed in the Approved Project as modified.

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
- Sydney Yard Access Bridge – Access and Temporary Construction Area – Consistency Assessment, dated 15 September 2017.
- The Sydney Metro City and Southwest Condition of Approval 16 – Ancillary Facilities, dated 9 January 2017

All 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.

## 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 proposed continuation of the construction site office, pedestrian and vehicular access through Mortuary Station and the Sydney Bus Depot, to the east of Regent Street, Sydney NSW.

No works are proposed to the existing office building or its surrounds however this proposal would enable it to continue to function in its current capacity until February 2019, when the site office will be relocated to the Sydney Yard. The current site office, pedestrian and vehicular access comprises the following and this ECA seeks the continuation of all aspects of its current operations:

- Demountable buildings that houses the lunch sheds, office sheds and portable toilet facilities
- Pedestrian access through Mortuary Station – The existing access through Mortuary Station would be retained. Access is via the pedestrian gate on Regent Street, which will be manned daily from 7am – 8am, after which, anyone wishing to access the site will need to do so by calling the Laing O'Rourke (LOR) representative's number on the gate.
- Vehicular access through the Sydney Bus Depot on Lee Street Sydney.

The operation of the site office, access for pedestrians and vehicles will continue to be managed in accordance with the approved SYAB CEMP until such time as the CSW works CEMP is approved.

Refer to Appendix C for the proposal location.

## 3.0 Timeframe

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

Pedestrian access through Mortuary Station to the site offices and vehicular access through the Sydney Bus Depot would be required until February 2019, 24 hours a day, 7 days a week.

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.

## 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 in the rail corridor, east of Regent Street and Mortuary Station in Sydney, NSW and is zoned for infrastructure.

Access to the site buildings for vehicles is via the Sydney Bus Depot and for pedestrians, it's through Mortuary Station.

Sydney Trains is the land owner of Mortuary Station and the rail corridor and Sydney Metro have a construction lease for the area that includes the current laydown facility, the site offices and pedestrian access. This was provided to Laing O'Rourke to facilitate the construction of the Sydney Yard Access Bridge.

A separate lease agreement has been obtained for the site to continue in its current capacity until February 2019 for the CSM works. This updated agreement is provided in Appendix A.

STA have also agreed to extend the time vehicles can use the Sydney Bus Depot to access the site office. This agreement is in Appendix B.

The location of the land area currently being used is shown in Appendix C and images of the walkway through Mortuary Station and heritage advice from Sydney Trains is in Appendix D.

## 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 land is within the existing railway corridor at Mortuary Station and is zoned Special Purpose – Infrastructure (SP2). The ground cover within the rail corridor is a mix of road base, blue metal and aggregate.

The surrounding land uses are roads, railways and associated infrastructure and residential premises on Regent Street.

The site is located within the NSW State Heritage listed Mortuary Railway Station and site (00157) at 50 Regent Street, Chippendale and the Sydney Terminal and Central Railway Stations Group (01255), on Eddy Avenue, Sydney. The site is also listed on Sydney Trains Section 170 Register.

The vegetation within the vicinity of the site is a garden associated with Mortuary Station and planted landscape trees at the southern end of the Sydney Bus Depot.

There are no waterways within 500 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 temporary construction site office and access are required to complete the CSM works. In accordance with the EIS, these facilities were to be provided within Sydney Yard for the use of CSM construction staff however this area is currently occupied by Sydney Trains staff. Refer to Appendix E for an image of the approved Sydney Yard compound site. If the site offices need to be relocated to another site, this would potentially delay construction of the CSM works and have impacts to project construction timeframes.

Alternative accommodation needs to be constructed and the Rolling Stock Offices and associated buildings demolished, before the CSM works site sheds can be constructed in Sydney Yard.

No alternatives were considered as the need for the site offices is temporary and the existing offices result in the lowest possible environmental impact compared to establishing new site offices elsewhere.

The use of the construction site office and associated access at Mortuary Station satisfies Condition of Approval A18 including item viii. The continued use of the site sheds and access would not have any impact on heritage items (including areas of archaeological significance) beyond the impacts identified, assessed and approved under other terms of this approval (i.e. SSI Mod 2).

A18 minor ancillary facility

~~A18 including item viii~~

## 7.0 Environmental Benefit

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

There would be a reduction in noise to the residential receivers located at 52 and 54 Regent Street, Chippendale, as laydown for the CSM works is not required and can be removed on completion of the SYAB works.

Given that the current site is already in use as a laydown and has site offices installed with adequate access, then its continued use would result in the lowest possible environmental impact compared to relocating the site office to somewhere else within the heritage curtilage of the Sydney Terminal and Central Railway Stations Group.

## 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 already identified in the SYAB CEMP and the CSM Works CEMP (once it is approved).

## 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	No flora or fauna will be impacted by the provision of temporary access or site offices. Pedestrians will remain on designated paths and vehicles on hardstand and/or already disturbed areas.	No additional mitigation is required	Y	Y	
Water	Runoff of the proposed area will be directed away from nearby stormwater drains and public roads.	All existing stormwater inlets will be protected and managed in accordance with the SYAB CEMP and the CSM works CEMP (once it is approved).	Y	Y	
Air quality	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Noise vibration	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Indigenous heritage	There would be no additional impact to Indigenous heritage. The continued use of the office and accesses does not relate to an increase in the ground disturbing activities that would impact Indigenous heritage.	No additional mitigation is required	Y	Y	
Non-indigenous heritage	These works will have no additional impacts to non-Indigenous heritage beyond those described in the SSI Mod 2 and the Consistency Assessment prepared for the SYAB site office, laydown and access.	<ul style="list-style-type: none"> <li>The walkway is to be identified with rubber matting, which acts as a protective mat for the station floor/tiles.</li> <li>In the event that the tiled floors or any area needs to be</li> </ul>	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
	<p>Pedestrians will continue to access the site offices through Mortuary Station and appropriate protection measures will remain in place for the duration of the use.</p>	<p>cleaned, no chemical products or high pressure cleaning are permitted, only soft nylon brushes will be used on the protected surfaces.</p> <ul style="list-style-type: none"> <li>At the end of the walkway, scaffold access stairs have been installed, where the first step of the scaffold stairs cantilevers over the nosings thus providing additional protection for the nosings.</li> <li>Access is for pedestrian movement only.</li> <li>No deliveries or movement of equipment/material is to be undertaken through Mortuary Station. Small hand carry tool boxes are permitted; however no building materials, trolleys, nor wheeled tool boxes are permitted to be taken through the station. This is due to the various steps and fragile nosings.</li> </ul> <p>A dilapidation survey will be prepared for the access route prior to its continued use for the CSM works.</p> <ul style="list-style-type: none"> <li>Regular monitoring and</li> </ul>			

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
		inspections of the access route will occur.			
Community and stakeholder	Community notifications will be undertaken as per the existing Communications Strategy.  In regards to the Sydney Trains lease agreement and the State Transit Authority access agreement, they are located in Appendix A and B, respectively.	No additional mitigation is required	Y	Y	
Traffic	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Waste	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Social	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Economic	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Visual	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Urban design	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Geotechnical	No geotechnical investigations are proposed.	NA	Y	Y	
Land use	The impacts of these works will be similar to those described in the EIS.	No additional mitigation is required	Y	Y	
Climate Change	There would be no climate change related impacts.	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
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 the EIS.	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	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Water	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Air quality	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Noise vibration	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Indigenous heritage	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Non-indigenous heritage	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Community and stakeholder	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Traffic	The site offices and access are temporary only. No change to the operational impacts	Not applicable	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
	described in the EIS.				
Waste	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Social	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Economic	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Visual	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Urban design	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Geotechnical	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Land use	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Climate Change	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Risk	The site offices and access are temporary	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
	only. No change to the operational impacts described in the EIS.				
Other	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	Not applicable	Y	Y	
Management and mitigation measures	The site offices and access are temporary only. No change to the operational impacts described in the EIS.	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 is 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 Approved Project anticipated the need for works of this nature including a construction work site adjacent to Mortuary Station.</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. The temporary use of the site offices and access will enable the Central Station Main works to go ahead and deliver on the project timelines.</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 continued use of the site office would enable the construction of the Central Station Main 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 continued use of the site office. The existing laydown would be removed, resulting in reduced noise levels to surrounding residents.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed use of the site office is consistent with the conditions of approval for the Approved Project and no changes are required to accommodate its continued use.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the site offices and access is known and understood as they have already been identified and assessed as part of the Approved Project in their current location, for similar activities.</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 and those identified in the SYAB CEMP would be implemented for the term of use of the site offices and associated accesses to ensure that there are no adverse impacts on the surrounding the environment.</p>



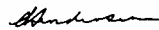
## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:

- Pre-construction minor works approval (CMSW 001).
- Out of hours work approval.


## 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:	Leah Henderson	Signature:	
Title:	Environment Manager		
Company:	Laing O'Rourke	Date:	11/04/2018

## Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

<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:	Annabelle Tungol Reyes	Signature:	
Title:	Environmental Representative	Date:	12/04/18

This section is for Sydney Metro only.

<p>Application supported and submitted by</p>			
Name:	Yvette Buchli	Date:	13/04/18
Title:	Environmental Planning 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:	16/4/18
Title:	<del>Principal Manager</del> DIRECTOR Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			

## Appendix A

### Sydney Trains Lease Agreement

## Appendix B

### State Transit Authority Lease Agreement



15 December 2017

Michael Reardon  
State Transit Authority of NSW  
Corner of William Street and Derbyshire Road  
Leichhardt, NSW 2040

Dear Michael

**Sydney Metro City & Southwest**

**Transport for NSW (TfNSW) (Licensee) and State Transit Authority of NSW (STA) (Licensor)**

**Licensed Area: The area of land within Part Folio Identifier 118/1078271 comprising part Lot 12 in DP 1010692 shown in "Attachment A", and identified as "Worksite H" on "Attachment B" of the Licence (Licensed Area)**

Pursuant to the Licence for Access between TfNSW and STA dated 23 December 2016 (**Licence**), STA granted TfNSW a licence to access and use the Licensed Area for the period from 1 January 2017 up to 30 September 2018.

At the request of TfNSW, with effect from the date STA agrees and accepts the terms of this letter (**Effective Date**), STA extends the term of the Licence on the conditions set out below:

1. Unless the context otherwise requires, terms that are defined in the Licence have the same meaning in this letter.
2. On and from the Effective Date, a new definition of "CSM Contract" is inserted in the Licence as follows:

**"CSM Contract:** means the Contract titled "Sydney Metro City & Southwest Central Station Main Works Incentivised Target Cost Contract No: 00013/300 TfNSW and TfNSW's contractor."

3. On and from the Effective Date, the definition of "Permitted Use" in the Licence is amended by adding the following paragraph after the existing paragraph:

"Access to the vehicular access/egress bridge and the other Works referred to above to enable heavy construction vehicles, plant and equipment, people and materials to pass and re-pass as necessary to facilitate or otherwise enable construction of the works under the CSM Contract."

4. On and from the Effective Date, the definition of "Termination Date" in the Licence is deleted and replaced with:

**"Termination Date:** 31 December 2019."

5. This letter is governed by the law in force in New South Wales.
6. Except as expressly amended by this letter, the terms of the Licence remain unchanged and in full force and effect.



Transport  
for NSW

SM-17-00114282

Please confirm STA's agreement to the above by signing and returning a copy of this letter to TfNSW.

Yours faithfully


Daniel Powrie  
Delivery Director – Central Station  
Sydney Metro Delivery Office  
Transport for NSW

State Transit Authority of NSW ABN 51 750 635 629, being the Licensor under the Licence dated 23 December 2016 in respect of the Licensed Area, agrees and accepts the terms of this letter:

**EXECUTED** by State Transit Authority of  
NSW ABN 51 750 635 629 by its  
authorised delegate in the presence of:

Nyuk C Kok  
Signature of witness

NYUK C KOK  
Full name of witness

  
Signature of authorised delegate

**Michael Reardon**  
**Executive Director**  
**Asset Management**  
Name of authorised delegate

Dated: 18/12/17





## Appendix C

Location of the land and proposal site

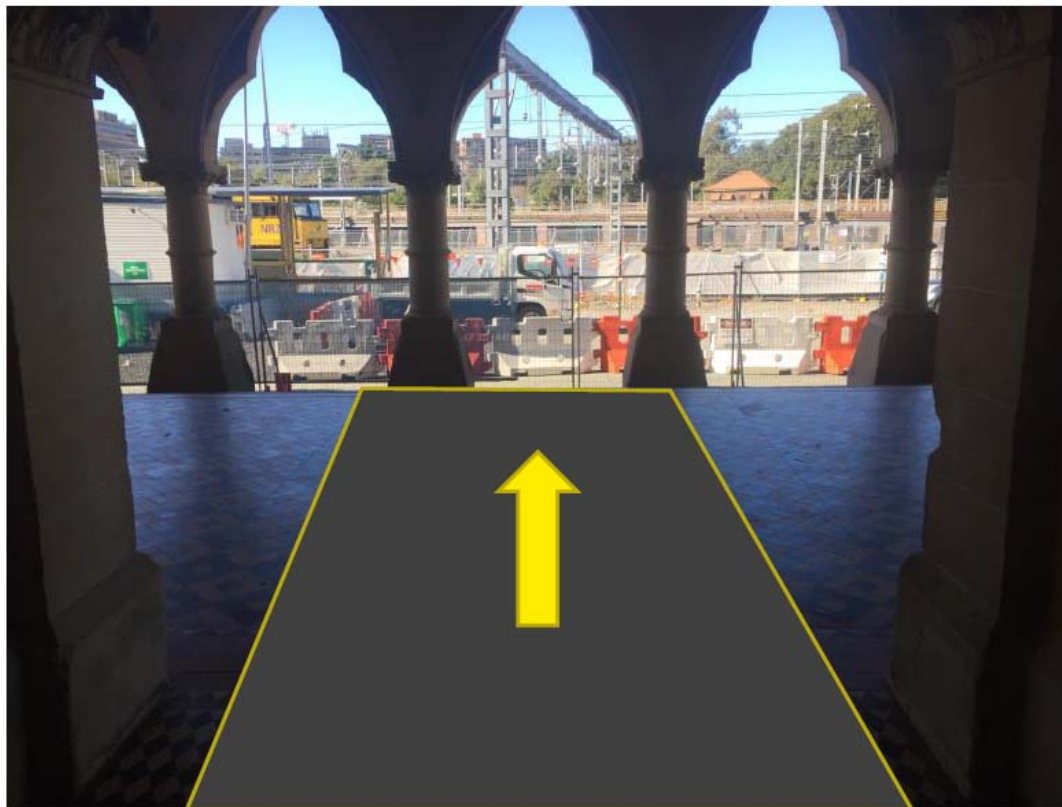


- Legend**
- Mortuary Station
  - Existing site office
  - Sydney Buses Depot
  - Sydney Yard Access Bridge
  - Sydney Yard

## Appendix D

Walkway through Mortuary Station





Under no circumstances are pedestrians permitted to walk off the rubber matting



## McCallum, Chris

---

**From:** Griffiths, Huw  
**Sent:** Wednesday, 30 August 2017 8:31 PM  
**To:** McCallum, Chris  
**Subject:** FW: Mortuary Station Pedestrian Access

Please keep on file.

---

**From:** Shahbazi Dashti, Farshad [mailto:FARSHAD.DASHTI@transport.nsw.gov.au]  
**Sent:** Tuesday, 29 August 2017 11:40 AM  
**To:** Griffiths, Huw <HuwGriffiths@Laingorourke.com.au>  
**Cc:** Garrod, David <David.Garrod2@transport.nsw.gov.au>; Coleridge, Emelye <EColeridge@laingorourke.com.au>; Cooney, Kay <KCooney@laingorourke.com.au>  
**Subject:** RE: Mortuary Station Pedestrian Access

Huw,

Below e-mail from Steven Barry for your information regarding pedestrian access through Mortuary Station.

Please forward the additional condition assessment/dilapidation report carried out for the access route.

Kind Regards,

**Farshad Shahbazi Dashti**  
Project Engineer - SYAB  
Sydney Metro  
Future Network Delivery  
**Sydney Trains**

M 0429 824 351  
E [farshad.dashti@transport.nsw.gov.au](mailto:farshad.dashti@transport.nsw.gov.au)

---

**From:** BARRY, STEVEN  
**Sent:** Tuesday, 29 August 2017 9:39 AM  
**To:** Shahbazi Dashti, Farshad  
**Subject:** RE: Mortuary Station Pedestrian Access

Hi Farshad,

Following on from my site visit on 23 August I can confirm the access arrangements for pedestrian access have been implemented as proposed.

As detailed in the plan we anticipate periodic reporting on the arrangements by the Environmental Representative and resetting of the rubber matting when needed.

Please forward the additional condition assessment/dilapidation report that LOR committed to providing as soon as possible for our records.

I am on leave from today returning 25 September. If there is anything urgent that you need input on please contact Gretta ([Gretta.Logue@transport.nsw.gov.au](mailto:Gretta.Logue@transport.nsw.gov.au)).

Regards,

**Steven Barry**  
Heritage Specialist  
Environment Division, SER



## Sydney Trains

T 02 8922 0537 | M 0417 502 457  
Level 4, 477 Pitt Street, Haymarket, NSW  
steven.barry@transport.nsw.gov.au

[www.sydneytrains.info/about/heritage/](http://www.sydneytrains.info/about/heritage/)

### Who to contact in Sydney Trains heritage team:

- For all **Customer Service** projects please contact Chetan Shrestha: [chetan.shrestha@transport.nsw.gov.au](mailto:chetan.shrestha@transport.nsw.gov.au)
- For all **Maintenance & Engineering** projects please contact Ian Berger: [ian.berger@transport.nsw.gov.au](mailto:ian.berger@transport.nsw.gov.au)
- For all **Sydney Metro** and **Future Network Delivery** projects please contact Steven Barry: [steven.barry@transport.nsw.gov.au](mailto:steven.barry@transport.nsw.gov.au)
- For all **Future Direction, Growth & Performance, TfNSW** or **third-party** projects please contact Gretta Logue: [gretta.logue@transport.nsw.gov.au](mailto:gretta.logue@transport.nsw.gov.au)
- For all **Movable Heritage** and **S170 Register** enquiries please contact Amy Keighran: [amy.keighran@transport.nsw.gov.au](mailto:amy.keighran@transport.nsw.gov.au)



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**From:** BARRY, STEVEN  
**Sent:** Monday, 14 August 2017 4:20 PM  
**To:** Shahbazi Dashti, Farshad  
**Cc:** Garrard, Michael; Turner, Ron; Stephenson, Bruce BS  
**Subject:** RE: Mortuary Station Pedestrian Access

Hi Farshad,

Thanks for forwarding the revised document.

If LOR are proposing to continue the rubber matting over the entire path including the stairs that isn't a problem, but it would be good to see how that is proposed to be resolved.

There are also proprietary systems of stair protection that I have used on previous projects. They range from dense cardboard products that would require ongoing occasional replacement, through to more dense plastics (eg. <http://www.protectagroup.com.au/shop/item/product-105>). Another alternative would be to box out the stair with a timber frame, over clad with plywood or similar. The weight of the timber could mean that it might be able to freestanding with no need for fixing, or it could be weighted etc, instead of mechanical fixing.

Regards,

**Steven Barry**  
Heritage Specialist  
Environment Division, SER  
Sydney Trains

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[gretta.logue@transport.nsw.gov.au](mailto:gretta.logue@transport.nsw.gov.au)
- For all **Movable Heritage** and **S170 Register** enquiries please contact Amy Keighran:  
[amy.keighran@transport.nsw.gov.au](mailto:amy.keighran@transport.nsw.gov.au)



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**From:** Shahbazi Dashti, Farshad  
**Sent:** Monday, 14 August 2017 10:35 AM  
**To:** BARRY, STEVEN  
**Cc:** Garrard, Michael; Turner, Ron; Stephenson, Bruce BS  
**Subject:** RE: Mortuary Station Pedestrian Access

Hi Steven,

Please refer to the below responses from LOR as well as the attached updated document to reflect your comments.

The outstanding concern would be in relation to the stair nosings on the Regent Street side of Mortuary Station. As mentioned by LOR the rubber matting will run the whole length of the pedestrian walkway.

Can you please advise if there is any particular protection methods as LOR don't want to create trip hazards on the steps & it is understood they cannot attach anything physical?

Kind Regards,

**Farshad Shahbazi Dashti**  
Project Engineer - SYAB  
Sydney Metro  
Future Network Delivery  
**Sydney Trains**

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**From:** BARRY, STEVEN  
**Sent:** Thursday, 10 August 2017 9:17 AM  
**To:** Shahbazi Dashti, Farshad; Turner, Ron  
**Cc:** Garrard, Michael; Stephenson, Bruce BS  
**Subject:** RE: Mortuary Station Pedestrian Access

Farshad,

In addition to my previous comments I have reviewed the updated slideshow and 'Guidance Note' and provide the following feedback.

#### Slideshow

- Slide 5 – All references to 'access' should be updated to state 'pedestrian access' as previously agreed - **Updated**
- Slide 5, paragraph 3 – ..only soft nylon brushes will be used on the protected surfaces. Cleaning at the conclusion of the pedestrian access arrangements will be agreed in consultation with Sydney Trains Heritage. (add text in red) – **Added**

- Slide 5, paragraph 4 – this point needs to address the stair nosings on the Regent Street side of Mortuary Station. There are a set of two sandstone steps in order to get up to the platform tiled level. What protection is proposed for those stairs? - **The rubber matting will run the whole length of the pedestrian walkway, can you advise if there is any particular protection methods as we don't want to create trip hazards on the steps & we cannot attach anything physical??**
- Slide 5, paragraph 6 – the Dilapidation/condition survey has not been submitted as agreed. Has this been undertaken? If works are to commence tomorrow in setting up the temporary arrangements the condition survey needs to be undertaken prior as required by the project condition (Condition E58/59) – **Delap is scheduled for Tuesday 15/08/2017**
- Slide 5, paragraph 7 – Notes that regular monitoring is take place. Include note on how this will be reported/recorded? Ie through the Environmental Representative's inspections – **added by environmental rep**
- There is no mention of timeframes in the document – when will access no longer be required (according to the current program)? This should be included in the document – **added to paragraph one on slide 5**
- Also include note that there is to be no parking in Mortuary Station as agreed - **added to slide 5**

In addition to what is included in the document, I assume all previous advice regarding appropriate methods of temporary fixing have been conveyed to the contractor?

Bruce, is there any further input from FND?

If you have any questions please give me a call. I have a meeting from 9:30-11 but will be available after that.

Regards,

**Steven Barry**  
Heritage Specialist  
Environment Division, SER  
**Sydney Trains**

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- For all **Movable Heritage** and **S170 Register** enquiries please contact Amy Keighran: [amy.keighran@transport.nsw.gov.au](mailto:amy.keighran@transport.nsw.gov.au)




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**From:** Shahbazi Dashti, Farshad  
**Sent:** Wednesday, 9 August 2017 12:41 PM  
**To:** BARRY, STEVEN; Turner, Ron

**Cc:** Garrard, Michael  
**Subject:** FW: Mortuary Station Pedestrian Access

Gents,

Any comments on this? If acceptable please advise so we can engage LOR to make necessary arrangements for the pedestrian access through Mortuary Station.

As you know using the walkway at the STA bus depot has not been the safest option for access and we really need to arrange for this alternative access. Your early response is much appreciated.

Kind Regards,

**Farshad Shahbazi Dashti**  
Project Engineer - SYAB  
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**From:** Shahbazi Dashti, Farshad  
**Sent:** Friday, 4 August 2017 3:08 PM  
**To:** BARRY, STEVEN; Turner, Ron; Carroll, Grace  
**Cc:** Garrod, David  
**Subject:** Mortuary Station Pedestrian Access

Hi All,

Please find attached the updated presentation slides as well as the amended SYAB Construction Site Access Guide Note. Responses to comments are also provided below.

1. Slide 5 – the gate will be open from 7-8am. What does this mean? The gate is open and anyone can walk through and gain access to the building, construction site and rail corridor? Is this gate manned between those hours? Additional detail required? **During the hours of 7-8 LOR will have the gate manned at all times to allow workers to get into site. After 8am the gate will be locked & all access will require a person to call through where by a LOR rep will come to open the gate.**
2. Slide 8 – pedestrian movement barriers shown. Sydney Trains believes it was agreed that this wouldn't be necessary as all pedestrian movement would be escorted. This makes the access point very visual. – **slide updated with barriers removed.**
3. No mapping of exclusion areas. - **Slide updated to show exclusion zone**
4. No mention of protection for nosings etc. Extension of the rubber probably not sufficient. – **the scaffold access stairs will be cantilevered over the edge of the platform thus this will provide the protection for the nosings**
5. Safe working arrangements (pg. 4). It may not be necessary to put in the previous safe working arrangements as those possessions have passed - **Slide updated.**
6. RIW Free/PPE Free areas – will this need to be updated to reflect the new route? Currently the southern exit of veranda is where the RIW area comes into effect – but people will access through here when coming through Mortuary Station. – **we will extend the RIW area to the start of the pedestrian walkway to site – this will include updating the worksite protection plan**

Please advise if the updated documents and the above responses are now acceptable.

Kind Regards,

**Farshad Shahbazi Dashti**  
Project Design Engineer  
Sydney Metro

Future Network Delivery  
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# Appendix E

## Construction sites at Central Station

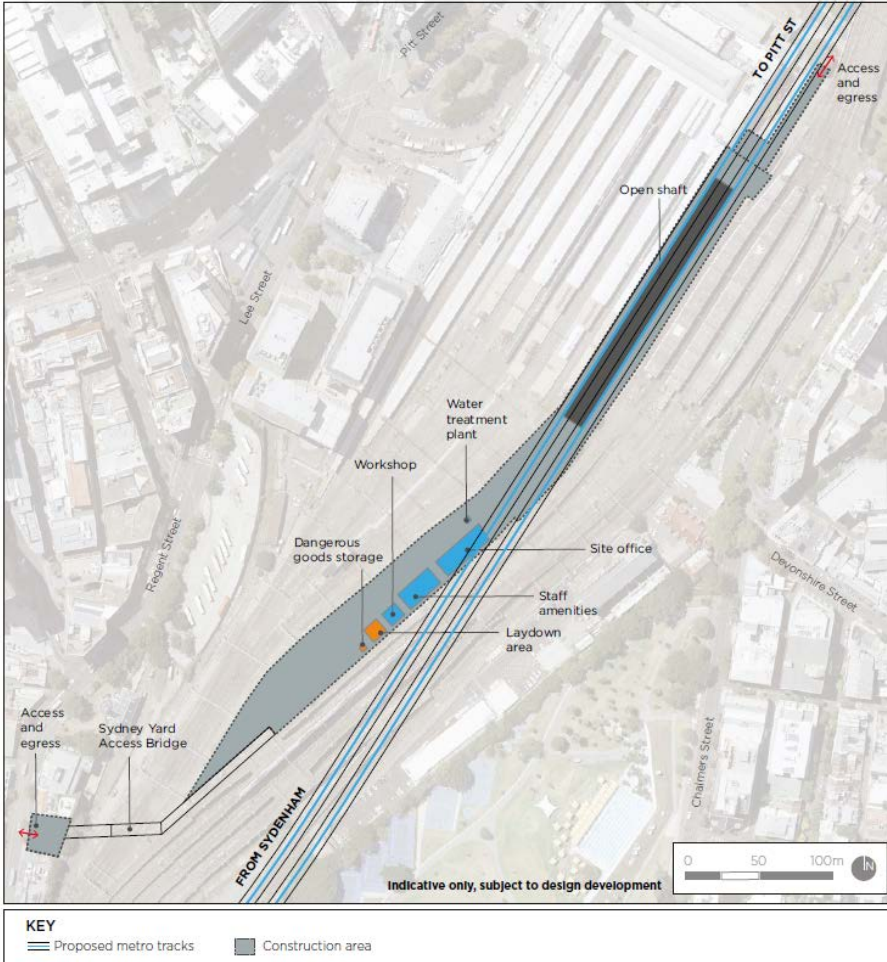


Figure 7-16 Central Station construction sites indicative layout