Integrated Management System

Additional closure of Frank Channon Walk at Chatswood

Planning Approval Consistency Assessment Form

Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

Existing Approved Project

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

- SSI15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham
- Mod 1 Victoria Cross Station, Artarmon Substation and minor administrative modification
- Mod 2 Central Walk modification
- Mod 4 Sydenham Station and Sydney Metro Trains Facility South modification

Date of determination:

- SSI15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham: 9 January 2017
- Mod 1 Victoria Cross Station, Artarmon Substation and minor administrative modification: 18 October 2017
- Mod 2 Central Walk modification: 21 December 2017
- Mod 4 Sydenham Station and Sydney Metro Trains Facility South modification: 13 December 2017

Type of planning approval: Part 5.1 Critical SSI

Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham component of Sydney Metro City & Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, Sydenham, as well as new underground metro platforms provided at Central Station.

Section 7.8 of the Environmental Impact Statement (EIS) identifies the northern surface track works that are required to enable the provision of metro tracks and associated rail systems between the southern end of Chatswood Station and the Chatswood dive structure. The adjustment works to the T1 North Shore Line between Chatswood Station and Brand Street, Artarmon involve: vegetation clearing and excavation; structural works; construction of retaining walls; construction, relocating or increasing the height of noise barriers; slewing of tracks; adjustment of overhead wiring, signaling and other rail services; modification or augmentation to stormwater infrastructure; construction of a new maintenance access stair and vehicle access point.

The EIS identified that the above work would require short-temporary closures (i.e. weekend closures) of Frank Channon Walk, a shared path linking Chatswood Station and Nelson Street, which is part of the rail corridor. Access for these works would be primarily through the Chatswood dive site although access may also be gained from other points along the rail corridor including the existing access points at Hopetoun Avenue and Drake Street and a new access point from Brand Street.

Section 9.1 of the Preferred Infrastructure Report (PIR) identified changes to construction methodology from the EIS for the retaining wall required as part of the northern surface track works. This change, based on construction planning at the time, required a longer, staged closure (i.e. up to 9 months) of Frank Channon Walk between Albert Street and Nelson Street. Access to support this work would occur via Ellis Street, Gordon Avenue and/or Nelson Street.

The proposed longer closure of Frank Channon Walk as described in the PIR would occur across two stages: Stage 1 from Albert Street to Chatswood Oval for a period of about 3 months and Stage 2 from Chatswood Oval to Nelson Street for a period of about 6 months.

The EIS identified that the construction contractor would review the indicative impacts / modifications to pedestrian and cyclist facilities during detailed design and preparation of construction traffic management plans.

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

- Chatswood to Sydenham Environmental Impact Statement and accompanying technical papers (May, 2016)
- Chatswood to Sydenham Submissions and Preferred Infrastructure Report (October, 2016)
- Conditions of Approval (dated 9 January 2017).

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, PIR, modification report, submissions report and the conditions of approval.

Description of proposed development/activity/works

Laing O'Rourke, the northern corridor works (NCW) contractor, has been engaged to undertake the enabling works for the northern surface track works, including adjustments to the overhead wiring (OHW) layout and drainage works. The remainder of the northern surface track works would be completed by the Tunnel and Stations Excavation (TSE) contractor.

The OHW works would involve the installation of six new OHW footings, requiring bored piling works at each footing. This work was assessed as part of the EIS with works undertaken during rail possessions over a period of more than 12 months. The construction contractor engaged to complete this work has identified a number of risks associated with the approach identified in the EIS and have recommended a change in methodology and approach to reduce these risks and reduce the length of time required to complete the works. To manage access, potential risks to surrounding infrastructure and the ability to complete these works within constrained possession periods if undertaken from the rail corridor, it is now proposed that construction of these footings occur from Frank Channon Walk, approximately 5-10 metres closer to adjacent residential receivers. This means this work can now occur during standard construction hours, within a 2 month period, and are not restricted to possession periods.

The maintenance of pedestrian and cyclist access along Frank Channon Walk during this work was considered; however to manage safety risks to the public, it is proposed that the shared path is closed for the duration of these works, a period of about 2 months. However, the contractor would, in consultation with cycle groups and council, continue to investigate opportunities for opening the shared path during times when works are not being undertaken (i.e. weekends and at night) to minimise impacts on these users.

This closure would be in addition to the Frank Channon Walk closure identified in the PIR for the construction of the retaining wall.

The proposed closure of Frank Channon Walk would occur from Gordon Avenue through to Ellis Street and include the underpass to Chatswood Oval, a distance of about 300 metres (refer Attachment A). The proposed diversion from Gordon Avenue to Ellis Street would be via the Pacific Highway, a distance of about 550 metres. The proposed diversion from Chatswood Oval to Ellis Street would be via Orchard Road and Albert Avenue, a distance of about 600 metres. Access to the Bowls Club would not be affected. The proposed closure is currently planned to commence in March 2018.

The proposed diversion route on the western side of the rail corridor is consistent with the diversion route identified in the PIR. The proposed works require an additional diversion route on the eastern side of the rail corridor, via Orchard Road, to enable the closure of the underpass at Chatswood Oval.

To minimise impacts it is proposed to stage the closure as follows:

- 4-5 week closure: Full closure from Gordon Avenue to Ellis Street and including the Chatswood Oval underpass
- 2-3 week closure: Partial closure affecting only the extent of Frank Channon Walk from the Chatswood Oval underpass to Ellis Street. The underpass itself would be open.

Signage and advanced messaging regarding the proposed closure would be provided along the route from late February / early March 2018. During the first few days of the closure, pedestrian management personnel would also be provided at the closure points to provide directions regarding diversion or alternative routes.

Construction access to Frank Channon Walk would be from Ellis Street.

The proposed works requiring the closure of Frank Channon Walk are currently planned to be carried out between March and May 2018. Other works as part of the northern surface track works would continue beyond this timeframe.

Site description

The proposed works would be located within rail corridor, including along Frank Channon Walk, between Gordon Avenue and Ellis Street. The works are located within the extent of the northern surface track works site illustrated on Figure 7-7 of the EIS.

Site Environmental Characteristics

The proposed works would be undertaken within the northern surface track works site and therefore the relevant site environmental characteristics are identified in the EIS.

Justification for the proposed works

The proposed closure of Frank Channon Walk is required to manage safety risks to pedestrians and cyclists during the installation of the OHW footings from the shared path. The works are required to be undertaken from the shared path as undertaking the works from the rail corridor would result in access issues, potential risks to surrounding infrastructure and risks associated with the ability to complete the works within constrained possession periods. By completing the works from the shared path, the works can be undertaken during standard working hours and would not have the significant time pressures of completing the works ahead of the rail corridor re-opening at the end of a possession period.

Environmental Benefit

As works would now be completed during standard working hours, night-time noise impacts would not occur for this component of the work.

Control Measures

Will a project and site specific EMP be prepared? Yes, a project specific CEMP and ECM will be in place

Are appropriate control measures already identified in an existing EMP? Yes, a CEMP has been prepared

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

Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	—
Water	No change from approved project.	No additional measures required.	Y	Y	—
Air quality	No change from approved project.	No additional measures 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise and vibration	The noise impacts of the proposed OHW works were assessed as part of the EIS as occurring at track level, however these works would now occur from Frank Channon Walk (closer to sensitive receivers) but would be undertaken during standard working hours. Noise impacts from piling works being undertaken from Frank Channon Walk were assessed in the PIR as part of the change in construction methodology for the retaining wall. This assessment for the retaining wall in the PIR identified that sensitive receivers to the west of Frank Channon Walk would experience exceedances of noise management levels of more than 20dB, a slight increase in noise levels compared to the assessment provided in the EIS of the works occurring from the rail corridor due to reduction in distance between the works and the receivers. As the plant and equipment required for the OHW is consistent with those required for the piling works, it is concluded that the noise impacts from the piling as identified in the PIR is consistent with the change in location of plant for the OHW works. However the works would now occur over an additional two month period to that identified in the PIR to construct the retaining wall.	No additional measures 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	The completion of these works from Frank Channon Walk enable the works to be completed during standard working hours, reducing night-time impacts for adjacent residential receivers from this scope of work. The proposed works would also now require construction access from Ellis Street and along Frank Channon Walk, introducing new construction traffic noise impacts adjacent to sensitive receivers. However, due to the limited number of heavy vehicle movements to support this work (i.e. 4-8 heavy vehicles per day for 2-3 days during delivery of materials and 2-4 heavy vehicles per day during construction of the OHW footings for the remainder of the construction period), it is anticipated that construction traffic noise levels would comply with the baseline criteria of the Road Noise Policy, consistent with the assessment provided in the EIS and PIR.				
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	—
Non-indigenous heritage	No change from approved project.	No additional measures 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	As provided below, the community would experience access impacts along Frank Channon Walk for a longer duration than identified in the EIS and PIR. Noise impacts would be slightly increased as a result of the reduction of proximity of plant to adjacent receivers, including residential receivers and users of the bowling facilities. However, night-time works would no longer be required, thereby eliminating the night time noise impacts. There would also be limited additional construction vehicles along Ellis Street.	Consistent with mitigation measure T5 and as identified in the scope of work, the surrounding community would be advised of the proposed closure and recommended alternative route prior to the works commencing.	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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	The change in methodology for the proposed OHW works would now require vehicle access to Frank Channon Walk from Ellis Street. This access would be occasional associated with the delivery of piles (i.e. 4-8 heavy vehicles a day across 2-3 days) and concrete trucks to support the construction of the OHW footings (2-4 heavy vehicles per day for the remaining construction period) and is therefore considered of minor nature and consistent with the EIS and PIR. The potential for disruption and alternative access route for pedestrians and cyclists during a closure of Frank Channon Walk was identified in the EIS and PIR. However, the impacts would now be for an additional 2 month period between Gordon Avenue and Ellis Street and include a closure of the underpass at Chatswood Oval. Alternative access routes have been identified which would increase the distance of travel by about 300 metres. A staged approach has been identified to minimise impacts, with the final two weeks of closure only affecting the extent of Frank Channon Walk from the Chatswood Oval underpass to Ellis Street. The advanced warning of the proposed closure and the use of pedestrian management personnel and directional signage would assist with minimising this access impact.	No additional measures 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	The impacts would be similar to those identified in the EIS and PIR, although would be for a longer and additional duration. However, completion of works from Frank Channon Walk would avoid the need the complete the works during rail possessions and therefore reduce the risks of not completing the works within this constrained time period and potentially impacting re-opening of the rail line.				
Waste	No change from approved project.	No additional measures required.	Y	Y	–
Social	No change from approved project.	No additional measures required.	Y	Y	–
Economic	No change from approved project.	No additional measures required.	Y	Y	–
Visual	Temporary fencing and shade cloth would be installed along the closure points for Frank Channon Walk and along the boundary of the shared path and Bowls Club. In addition, construction plant and equipment would be present within Frank Channon Walk. The visual impact on receptors from the adjacent viewpoints would be consistent with the visual impacts assessed in the EIS and PIR (i.e views south along Frank Channon Walk and views from residential areas to the west of Frank Channon Walk); however the impacts would occur for a longer duration.	No additional measures required.	Y	Y	–
Urban design	No change from approved project.	No additional measures 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	—
Land use	No change from approved project.	No additional measures required.	Y	Y	—
Climate Change	No change from approved project.	No additional measures required.	Y	Y	—
Risk	No change from approved project.	No additional measures required.	Y	Y	—
Other	No change from approved project.	No additional measures required.	Y	Y	—
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	—

Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	—
Water	No change from approved project.	No additional measures required.	Y	Y	—
Air quality	No change from approved project.	No additional measures required.	Y	Y	—
Noise and vibration	No change from approved project.	No additional measures required.	Y	Y	—
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	—
Non-indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	—
Community and stakeholder	No change from approved project.	No additional measures required.	Y	Y	—
Traffic	No change from approved project.	No additional measures required.	Y	Y	—
Waste	No change from approved project.	No additional measures required.	Y	Y	—
Social	No change from approved project.	No additional measures required.	Y	Y	—
Economic	No change from approved project.	No additional measures 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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	No change from approved project.	No additional measures required.	Y	Y	—
Urban design	No change from approved project.	No additional measures required.	Y	Y	—
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	—
Land use	No change from approved project.	No additional measures required.	Y	Y	—
Climate Change	No change from approved project.	No additional measures required.	Y	Y	—
Risk	No change from approved project.	No additional measures required.	Y	Y	—
Other	No change from approved project.	No additional measures required.	Y	Y	—
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	—

Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The proposed works would be consistent with the objectives and functions of the approved works for the northern surface track works. There is no change in the scope of work to be delivered, however the construction approach for this work has changed to minimise safety, access, infrastructure and program risks.
Are there any new environmental impacts as a result of the proposed works/modifications?	There is no change in the scope of work to be delivered, however the construction approach for this work has changed. The change in approach would involve an additional longer closure of the Frank Channon Walk shared path between Gordon Avenue and Ellis Street. This would result in an additional duration of access impacts to pedestrians and cyclists. The proposed works would also involve additional vehicles using Ellis Street to access Frank Channon Walk. However, the change of approach would also enable the works to be completed during standard working hours, minimising night-time noise impacts. The impacts from the change in approach would be generally consistent with the impacts identified in the EIS and PIR and would be managed in accordance with the management framework, including relevant mitigation measures and conditions of approval.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

Other Environmental Approvals

Identify all other approvals required for the project:	N/A

Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist: • 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:	Yvette Buchli	Signature:	
Title:	Planning Manager		
Company:	Sydney Metro	Date:	19/02/18

Environmental Representative Review

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

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.			
Name:	Jo Robertson	Signature:	
Title:	Environmental Representative	Date:	19/02/18

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	CAROLYN RILEY	Date:	28/02/18
Title:	ASSOCIATE DIRECTOR ~~Environmental Planning Manager~~ PLANNING APPROVALS	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:	5/3/18
Title:	~~Principal Manager~~ DIRECTOR ~~Northwest~~/City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Attachment A Proposed Frank Channon Walk closure

Figure A1: Proposed diversion route

Legend
Orange: proposed length of closure of Frank Channon Walk

Green: proposed diversion routes during closure

Figure A2: Proposed signage locations prior to closure of Frank Channon Walk [Note this is in addition to variable messaging signs at Gordon Avenue, Ellis Street and Chapman Avenue]