



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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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)):

SSI_7400 Sydney Metro Chatswood to Sydenham

Date of determination:

9 January 2017

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

The current Sydney Metro network consists of Sydney Metro Northwest (previously known as the North West Rail Link) and Sydney Metro City & Southwest.

The Sydney Metro City & Southwest comprises two core components:

- The Chatswood to Sydenham project (the project), comprising 16.5 kilometres of new metro rail between Chatswood and Sydenham, including 15.5 kilometres of new twin railway tunnels under Sydney Harbour and the Sydney CBD (approved by the Minister for Planning on the 9 January 2017 and the Project relevant to this consistency assessment).
- Sydenham to Bankstown upgrade, comprising an upgrade of the existing 13.5 kilometre railway from Sydenham Station to Bankstown station and conversion to metro standard (subject to a separate approval)

The key components of the Chatswood to Sydenham Project include:

- Realignment of T1 North Shore Line surface track within the existing rail corridor between Chatswood Station and Brand Street, Artarmon, including a new rail bridge for a section of the 'down' (northbound) track to pass over the proposed northern dive structure
- About 250 metres of aboveground metro tracks between Chatswood Station and the northern dive structure
- A northern dive structure (about 400 metres in length) and tunnel portal south of Chatswood Station and north of Mowbray Road, Chatswood
- About 15.5 kilometres of twin rail tunnels (that is, two tunnels located side-by-side) between Mowbray Road, Chatswood and Bedwin Road, Marrickville.
- A substation (for traction power supply) at Artarmon
- New metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground platforms at Central Station
- A southern dive structure (about 400 metres in length) and tunnel portal north of Sydenham Station and south of Bedwin Road, Marrickville
- A services facility (for traction power supply and an operational water treatment plant) adjacent to the southern dive structure.

The Project also includes a number of ancillary components, including a permanent power supply from the CBD substations to Pitt Street Station, new and altered overhead wiring, signalling, access tracks / paths, rail corridor fencing, noise walls, fresh air ventilation equipment, temporary and permanent alterations to the road network, facilities for pedestrians, and other construction related works.

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

Haulage routes were included in Section 8.4 of the Environmental Impact Statement (EIS) were based on construction planning carried out for the project. The indicative haul roads were developed in consultation with Roads and Maritime Services and the CBD Coordination Office. Indicative routes were selected to:

- Minimise the use of local roads and use the most efficient route to the arterial road network
- Carrying out the bulk of the spoil haulage task outside of the critical CBD area
- Avoid the use of common routes for Sydney CBD construction sites
- Avoid routes which cross the Sydney CBD where possible

The EIS and Submissions and Preferred Infrastructure Report noted that more detailed construction planning would be carried out by the appointed contractor to confirm the exact haulage routes.

The initial indicative routes for Pitt Street site are shown in Figure 1.

A consistency assessment amending haul routes for the Pitt Street Site to include a new route to continue on Castlereagh Street until Goulburn Street, where trucks would turn right and continue onto Harbour Street and then onto the Western Distributor was assessed in a separate consistency assessment which was determined on 1 May 2017.

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.

The required new route uses Market Street to gain access Kent Street and thus the Sydney Harbour Bridge northbound. Access to the west would be via Market Street and directly onto the Western Distributor.

As with all of the routes (EIS, proposed for Stage 2 and currently approved for Stage 1) the routes utilise City of Sydney local roads with the most direct access to the arterial/motorway system, given the constraints of the current street system within the CBD (one way movements on Pitt and Market streets).

Timeframe

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

The use of Pitt Street would be from the time of CTMP approval through to approximately January 2018.

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.

N/A - no physical works are required to establish the haul route.

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.

Market Street is a local road which is one way westbound. It has 3 through lanes and a speed limit of 40km/hr.

Kent Street is a local road which two through lanes northbound and speed limit of 40km/hr.

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.

As noted above in the background section, the EIS Technical Working Paper 1 - Traffic and Transport outlines proposed haulage routes identified in consultation with RMS and concludes that exact nature of access requirements for each site will be determined during detailed construction planning.

The Secretary's Assessment Report also notes that the Proponent has considered indicative haulage routes which minimise the use of residential streets (page 38). On page 41 and 42 the issues to be addressed in the Construction Traffic Management Plans including haulage route are detailed.

Condition E88 provides a clear approval pathway for changes to both haulage routes and heavy vehicle sizes provided a CTMP has been approved in accordance with these requirements. As such a separate consistency assessment would not usually be required for changes to haulage routes as the CTMP preparation, consultation, endorse and approval process thoroughly addresses this issue. However, TfNSW's approved Demolition Construction Traffic Management Framework committed to the preparation of separate consistency assessment for any proposed route changes. This consistency assessment is therefore being prepared to address this commitment, but any required future route changes for the Tunnel and Station Excavation Contract will not be subject to separate consistency assessment as this requirement has been removed from the Project wide Construction Traffic Management Framework which is currently being finalised.

The buildings on the Pitt Street north site are required to be demolished in a number of stages due to:

- Different site access dates of the properties
- Significant level differences of the different properties

The EIS indicative haulage route did not take the above into account and so assumed (incorrectly) that the site would always have access from Pitt Street and exit out onto Castlereagh Street. With the initial site occupation of 175 Castlereagh Street the EIS indicative route was not able to be complied with which led to the above referenced consistency assessment determined on 1 May 2017. A similar situation now exists with the buildings on the western frontage along Pitt Street.

The route chosen is the only route available as through all discussions with Sydney Coordination Office to use Park Street as an egress was not supported.

Environmental Benefit

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

To demolish the buildings within the Pitt Street North site on the western frontage along Pitt Street without use of an outbound access route would involve the installation of cranes and other infrastructure to carry materials to the Castlereagh Street side of the site. This would necessitate substantial site establishment works with associated additional night works and additional costs which would not represent value for money.

Control Measures

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

The proposed additional haul route would be included in the Construction Traffic Management Plan for the site.

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?

The proposed additional haul route would not be affected by the impacts of climate change.

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	None				
Water	None				
Air quality	None				
Noise vibration	The proposed new haul route will have some noise impacts to roads and adjacent receivers. This increase in noise will be minimal	The proposed new haul route will comply with the Infrastructure Approval Conditions	Y	Y	
Indigenous heritage	None				
Non-indigenous heritage	None				
Community and stakeholder	None				
Traffic	The operation of the proposed new haul route will have minimal impact on existing traffic conditions. There would be approximately 16 vehicle movements over the day using this route.	The proposed new haul route will comply with the Infrastructure Approval Conditions	Y	Y	
Waste	None				

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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
Social	None				
Economic	None				
Visual	None				
Urban design	None				
Geotechnical	None				
Land use	None				
Climate Change	None				
Risk	The proposed use haulage route decreases risk associated with demolition at the Pitt Street North site. Without this route, complex additional infrastructure and operations would be required to transfer material to Castlereagh Street for haulage from the site.				
Other	None				
Management and mitigation measures	No impact on the Infrastructure Approval Conditions and Revised Environmental Mitigation Measures				

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 operational impact				
Water	No operational impact				
Air quality	No operational impact				
Noise vibration	No operational impact				
Indigenous heritage	No operational impact				
Non-indigenous heritage	No operational impact				
Community and stakeholder	No operational impact				
Traffic	No operational impact				
Waste	No operational impact				
Social	No operational impact				
Economic	No operational impact				

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 operational impact				
Urban design	No operational impact				
Geotechnical	No operational impact				
Land use	No operational impact				
Climate Change	No operational impact				
Risk	No operational impact				
Other	No operational impact				
Management and mitigation measures	No operational impact				

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>There is no transformation of the Approved Project as a result of the proposed additional haul route for the Pitt Street North site</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes this change is consistent with the objectives and functions of the Approved Project. The haul routes shown in the EIS were indicative only and subject to detailed construction planning.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>There will be no change to the objectives and function of the Approved Project. The route has been determined using the objectives set out in the EIS</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No these changes are a result of decreasing the risk through detailed planning</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes, there will be no need to modify any Infrastructure Approval Conditions or REMMs. Condition E88 allows details of haulage routes to be specified in the Construction Traffic Management Plan for the site.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes, the impact of the proposed additional haulage route is known and 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 proposed additional haulage route will be managed in the same manner as the original routes.</p>

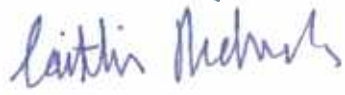
Other Environmental Approvals

Identify all other approvals required for the project:

The Construction Traffic Management Plan which includes the additional haulage route will be approved in accordance with Condition E88.

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:	Dr Caitlin Richards	Signature:	
Title:	Approvals, Environment and Sustainability Manager		
Company:	John Holland CPB Ghella	Date:	13 August 2017

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:	16/08/17

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Craig Tucker	Date:	16/8/17
Title:	Environmental Planning Manager	Comments:	None
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.



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Endorsed by			
Name:	FIL CERONE	Date:	16 Aug '17
Title:	Principal Manager Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

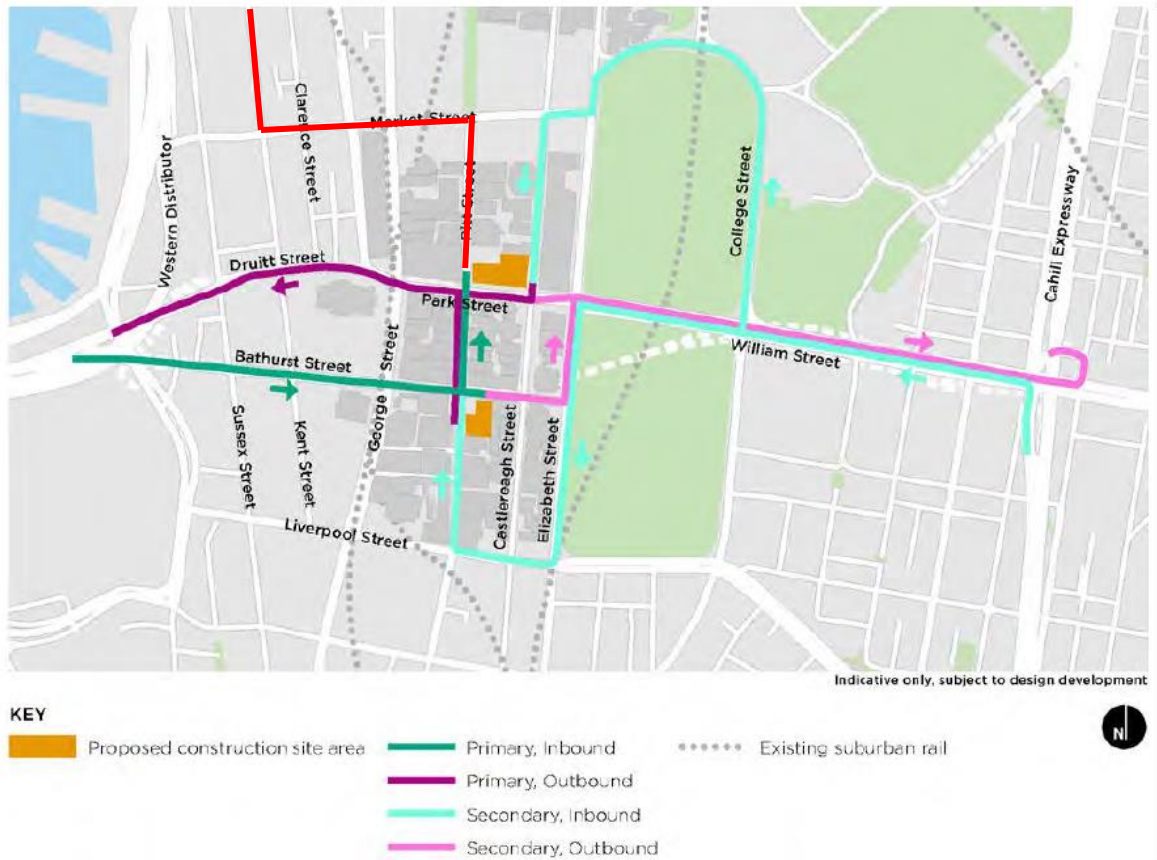


Figure 3.36 : Pitt Street Station haulage routes

Figure 1 – Pitts Street Site, new haul route shown in red. All other haul roads remain as shown in the EIS