

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Chatswood Station rail possession October 2022
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro/ LineWide
<b>Assessment number:</b>	TfNSW64
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<b>Date required:</b>	30 September 2022
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Form information – do not alter

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## Table of Contents

<b>1. Existing Approved Project .....</b>	<b>3</b>
<b>2. Description of proposed change which is the subject of this assessment .....</b>	<b>5</b>
<b>3. Timeframe.....</b>	<b>6</b>
<b>4. Site description .....</b>	<b>7</b>
<b>5. Site Environmental Characteristics .....</b>	<b>7</b>
<b>6. Justification for the proposed change .....</b>	<b>7</b>
<b>7. Environmental Benefit .....</b>	<b>7</b>
<b>8. Control Measures.....</b>	<b>8</b>
<b>9. Conditions of approval .....</b>	<b>8</b>
<b>10. Impact Assessment – Construction.....</b>	<b>9</b>
<b>11. Impact Assessment – Operation.....</b>	<b>12</b>
<b>12. Consistency with the Approved Project .....</b>	<b>14</b>
<b>13. Other Environmental Approvals .....</b>	<b>15</b>
<b>14. Recommendation .....</b>	<b>15</b>
<b>Author certification .....</b>	<b>16</b>
<b>Environmental Representative Review.....</b>	<b>16</b>
<b>Assessment Supporting Signature.....</b>	<b>16</b>
<b>Assessment Endorsement .....</b>	<b>17</b>

## 1. Existing Approved Project

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

SSI\_7400 Sydney Metro City & 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  
 Modification 6 – Administrative Changes  
 Modification 7 – Modify Condition E100  
 Modification 8 – Blues point Access Site  
 Modification 9 – Extension to standard construction hours

Date of determination:	SSI_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 Mod 6 – 21 February 2019 Mod 7 – 24 June 2020 Mod 8 – 25 November 2020 Mod 9 – 30 June 2022	Type of planning approval:	Critical State Significant Infrastructure (CSSI)
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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 1-9 Modification Reports and Submission Reports

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Description of existing approved project you are assessing for consistency:

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

The Chatswood dive site was established to support construction of new above-ground metro tracks and the realignment of the T1 North Shore Line. Work at the site includes:

- supporting the realignment of the T1 North Shore Line between Chatswood Station and Brand Street, Artarmon to accommodate the new metro tracks
- supporting the construction of about 250 metres of new above-ground metro tracks

This Consistency Assessment relates to the temporary Chatswood Station rail possession October 2022. The EIS assessed that some adjustments would be needed to the public transport network to facilitate construction of the project whilst minimising disruptions to public transport services.

Indicative adjustments to public transport during construction will likely include rail track possessions for (table 7-25 EIS):

- Northern Surface works:
  - Demolition of the Nelson Street Road Bridge
  - Adjustments to the T1 North Shore Line including track slewing, signalling, overhead wiring, and other rail services
  - Metro track and rail systems works within the T1 North Shore Line corridor
- Chatswood dive site (northern):
  - Likely rail track possessions for track slewing and other surface track works
  - Relocation of the bus stop at 575 Pacific Highway, Chatswood

The potential for impacts to public transport is considered and assessed in Section 8.4 of the EIS. The surface track works adjacent to the T1 North Shore Line and the metro tracks would require some works to be carried out during rail track possessions. It was identified that these works would be coordinated with the Sydney Trains rail track possession schedule and possessions required for the conversion of the Epping to Chatswood Rail Line to reduce impacts to customers and alternative bus services would be provided during these possession works.

## 2. Description of proposed change which is the subject of this assessment

This Consistency Assessment relates to a temporary rail possession at Chatswood Station in October 2022 during the school holiday period. The Chatswood to Sydenham approval identified that track possessions would be required at Chatswood and on the T1 North Shore line. Due to industrial action preventing the work required over a number of weekend possessions along the line to be adequately completed, the additional five day possession during October is required to deliver the approved Sydney Metro project.

The proposed Chatswood rail possession would occur from 3 to 7 October 2022, with 8 to 9 October already a planned Sydney Trains possession, and affect both Sydney Trains and Sydney Metro services. Given the industrial action, the additional five day possession (3 to 7 October) would be required and this has been identified as the week prior to the already planned Sydney Trains possession (8 to 9 October) during school holidays to minimise impacts. The total time of the possession would therefore be one week in total.

### **Additional weekday possession (Monday 3 October – Friday 7 October)**

Stations between Gordon and North Sydney, along the T1 North Shore line, would be temporarily closed between Monday 3 October to Friday 7 October. In addition, metro services along the Metro North West line would not run between North Ryde and Chatswood stations during the 3 to 7 October possession, with services terminating at North Ryde.

Bus services would replace trains between the closed stations during this period.

The metro would operate as usual during the 3 to 7 October possession between Tallawong and North Ryde, with services terminating at North Ryde. For travel between North Ryde and Chatswood metro stations, buses would be provided along the following replacement bus route:

- 73M – All stops between Chatswood and Macquarie University

Trains along the T1 North Shore line would run to a changed timetable between Berowra and Gordon and between North Sydney and the City. For travel between Gordon and North Sydney stations, buses would be provided along the following replacement bus routes:

- 73T1 – Chatswood then all stations to North Sydney and return
- 79T1 – Gordon, Killara, Lindfield, Roseville, Chatswood, then North Sydney and return
- 48T1 – Gordon, Lindfield, Roseville, Chatswood, St Leonards then North Sydney and return

### Planned weekend possession (Saturday 8 – Sunday 9 October)

The Chatswood Station rail possession has been coordinated with a Sydney Trains possession to reduce community impacts, with Saturday 8 and Sunday 9 October already a planned possession. Metro services would not run between Tallawong and Chatswood, and buses would replace trains between Hornsby and Wynyard. The planned possession between 8 to 9 October would affect the whole line of both Sydney Trains and Sydney Metro, delivering greater impacts than the week prior.

For travel between Chatswood and Tallawong metro stations on the Metro North West line, the replacement bus routes would be consistent with planned possession periods, as follows:

- 11M – All stops between Chatswood and Tallawong
- 12M – Limited stops: between Chatswood and Tallawong

To support the planned weekend possession along the T1 North Shore Line, the T9 Northern Line trains would run to a changed timetable between Berowra or Hornsby and Central (platforms 1-12) via Strathfield. Trains on the T1 Western and Central Coast & Newcastle lines would also run to a changed timetable and stopping pattern due to the trackwork on the T1 North Shore Line.

The replacement bus routes between Hornsby and Wynyard would be consistent with regular planning possession periods, as follows:

- 20T1 – Wynyard to Milsons Point and return
- 21T1 – Chatswood, then all stations to Wynyard and return
- 22T1 – Chatswood, then all stations to St Leonards, then North Sydney, Wynyard and return
- 23T1 – Hornsby, Waitara, Warrawee, Pymble, Gordon, Lindfield, Roseville, Chatswood, then express to Wynyard and return
- 24T1 – Hornsby, then all stations to Chatswood, then Wynyard and return
- 75T1 – Chatswood, then express to Wynyard and return
- 77T1 – Gordon, Lindfield, Roseville, Chatswood, then express to Wynyard and return

## 3. Timeframe

The proposal would occur for one week during the October 2022 school holidays (the proposed dates are 3-9 October).

## 4. Site description

The temporary bus stops and routes are in the streets surrounding the Chatswood to Macquarie University and Gordon to North Sydney rail corridor. There would be bus replacement services provided between Gordon and North Sydney stations on the T1 North Shore line and between Chatswood and Macquarie University stations on the Metro North West line. The bus stops are existing Sydney Trains bus stops used for possession periods, which are in close proximity to the Train and Metro Stations. Parking changes and clearways would be in place around train stations for temporary bus stops and bus zones. Some car parks and street parking would also be removed to facilitate construction works and reinstated once works are complete.

## 5. Site Environmental Characteristics

The proposed rail possession affect the existing Sydney Trains and Sydney Metro lines and bus replacement services would be provided at the affected train and metro stations and along existing road network only. The replacement bus areas are located within close proximity to the existing Train and Metro Stations.

The environment at the bus stops can be described as typical urban street scape. The surrounding bus stop areas are generally residential, retail, commercial buildings and a university and contains public open space and public roads.

## 6. Justification for the proposed change

The proposed additional rail possession is required to undertake Northern Connection works, which are approved works required to support the integration and interface of the Chatswood to Sydenham component and the T1 North Shore line. The weekday Chatswood Station rail possession is required as a number of previous weekend possessions along the line have not been possible due to industrial action. The proposed weekday rail possession is required to mitigate construction delays and has been identified to tie into an existing planned weekend possession, and be undertaken during school holiday periods when both rail patronage and road network capacity is anticipated to be reduced.

## 7. Environmental Benefit

N/A.

### 8. Control Measures

Will a project and site specific EMP be prepared?	<input type="checkbox"/> Yes	Are appropriate control measures already identified in an existing EMP?	<input type="checkbox"/> Yes
	<input checked="" type="checkbox"/> No		<input checked="" type="checkbox"/> No

### 9. Conditions of approval

Will the proposal be consistent with the conditions of approval?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No



## 10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in 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 Approved Project.	No additional measures required.	Y	Y	
Water	No change from Approved Project.	No additional measures required.	Y	Y	
Soils and contaminants	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	
Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal	No change from Approved Project.	No additional measures required.	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and socio-economic	<p>The proposal would result in community impacts, by way of inconveniences and delays, as part of the train line and metro line would not be in operation for a week and replacement bus services would need to be used. There is expected to be lower patronage on these services as it would be during school holidays, which minimises impacts to commuters.</p> <p>The provision of replacement bus services, including express services and limited stop services, would be provided to minimise impacts and cater for customer requirements. However, a full capacity of rail replacement buses would not be available due to the concurrent T3 Bankstown Line shutdown also requiring rail replacement buses.</p> <p>Further impacts are mitigated by combining the Chatswood Station rail possession with a pre-planned Sydney Trains weekend possession.</p> <p>There is potential for the proposal to result in minor impacts to businesses surrounding rail stations due to potential loss of rail patronage and some nearby car parking. However, the loss of rail patronage is temporary only and anticipated to be mitigated by additional patronage from construction workers and bus users.</p> <p>Stakeholder engagement is being undertaken to support the proposed possession. Councils, Electorate Offices and other major stakeholders, including Royal North Shore Hospital, Macquarie University and Chatswood Private Hospital, as well as major schools along the alignment are being notified.</p>	<p>Customer notifications across the relevant public transport network would be undertaken to notify customers of the proposed changes.</p> <p>The community, within a 500m radius of the Chatswood and Artarmon work sites, would receive a notification detailing the works taking place, information on the shutdown and provide information to residents on how to raise complaints if needed. Additionally, this notification is also emailed to over 4,500 people subscribed to the Sydney Metro distribution lists for the two work sites. A 24/7 Sydney Metro Community Information Line is available to answer any questions and mailbox would be active.</p> <p>In addition to this TfNSW have also sent out, or are planning to send out the following communications:</p> <ul style="list-style-type: none"> <li>• train stations and onboard announcements</li> <li>• social media updates and ads</li> <li>• station posters</li> <li>• customer flyers to key stations</li> <li>• trackwork notification distributed to 50,000+ residents</li> <li>• clearway advertising in SMH, Daily Telegraph and North Shore Times</li> <li>• information staff at Gordon, Chatswood, North Sydney, Macquarie Park and Macquarie University stations to assist customers and answer questions.</li> </ul> <p>Bus marshals would be available at rail replacement bus stops to assist customers with accessibility needs.</p>	Y	Y	

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(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic and transport	<p>There would be minor impacts to traffic during the weekday rail possession due to the increase in busses on the road to support replacement bus services. The replacement bus services would operate along the existing road network and adequate road capacity to support the additional buses is available, particularly given the possession has been planned for a school holiday period which would likely have reduced traffic volumes.</p> <p>Parking restrictions would also be in place on roads around the affected train stations due to the need for temporary bus stops. However, this would be minimal and temporary in nature.</p>	No additional measures required.	Y	Y	
Waste and resource	No change from Approved Project.	No additional measures required.	Y	Y	
Visual	No change from Approved Project.	No additional measures required.	Y	Y	
Land use and	No change from Approved Project.	No additional measures required.	Y	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	Y	
Other	No change from Approved Project.	No additional measures required.	Y	Y	

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## 11. Impact Assessment – Operation

The proposed works are during construction only.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in 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 Approved Project.	No additional measures required.	N/A	Y	
Water	No change from Approved Project.	No additional measures required.	N/A	Y	
Soils and contamination	No change from Approved Project.	No additional measures required.	N/A	Y	
Air quality	No change from Approved Project.	No additional measures required.	N/A	Y	
Noise and vibration	No change from Approved Project.	No additional measures required.	N/A	Y	
Aboriginal heritage	No change from Approved Project.	No additional measures required.	N/A	Y	
Non-Aboriginal heritage	No change from Approved Project.	No additional measures required.	N/A	Y	
Community and socio-economic	No change from Approved Project.	No additional measures required.	N/A	Y	
Traffic and transport	No change from Approved Project.	No additional measures required.	N/A	Y	
Waste and resource management	No change from Approved Project.	No additional measures required.	N/A	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual and urban design	No change from Approved Project.	No additional measures required.	N/A	Y	
Land use and property	No change from Approved Project.	No additional measures required.	N/A	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	N/A	Y	
Other	No change from Approved Project.	No additional measures required.	N/A	Y	

## 12. Consistency with the Approved Project

Question	Consider the following:
Is the project (including the proposed changes) consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.
Is the change within the envelope of what has been approved?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project and the environmental impacts been adequately assessed.
Are there any new environmental impacts as a result of the proposed works/project changes?	All risks would be adequately addressed through the application of the mitigation measures in the above impact assessment tables. There would be no new environmental risks as a result of the proposed works.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood and will be accounted for by implementing the control measures within this document.
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.
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 13. Other Environmental Approvals

Identify all other approvals required for the proposed works:	N/A
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### 14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Chatswood to Sydenham EIS, SPIR, SR, including the conditions of approval, it is recommended that:

Tick relevant box	
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval , including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	<input checked="" type="checkbox"/>
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	<input type="checkbox"/>
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	<input type="checkbox"/>

## Author certification

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 change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Isabella Caruso	Signature:	<i>Isabella Caruso</i>
Title:	Planning Officer		
Company:	Sydney Metro	Date:	21/09/2022

## Environmental Representative Review

As an approved ER for the Sydney Metro City & Southwest (Chatswood to Sydenham) project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Swathi Gowda	Signature:	<i>Swathi Gowda</i>
Title:	Environmental Representative	Date:	27/09/2022

## Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	27/09/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:	<i>Buchli</i>		



## Assessment Endorsement

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

Yes  The proposed change is consistent with the Approved Project and no further assessment is required.

No  The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	27 September 2022
Title:	Director, City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			