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)

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 7.8.5 of the Modification Report for SSI Mod 2 identified that access points other than Sydney Yard Access Bridge and Randle Lane would be

required for short term construction activities such as through existing driveways to the Prince Alfred Sidings.

Figure 7-3 of the Modification Report for SSI Mod 2 identified utilisation of the Eastern Suburbs Rail (ESR) Services Shaft as part of the temporary services route.

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

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:

- vehicular and pedestrian access to the ESR Services Shaft and Down Airport Hi-Rail access pad via the Railway Institute Driveway off Chalmers Street for construction of the Eastern Suburbs Rail (ESR) Services Shaft to help facilitate the Eastern Concourse works. The ESR services shaft will be in the area directly adjacent to the Devonshire Street pedestrian tunnel entrance on the east side of Central Station. The Railway Institute driveway access would also be used by vehicles and personnel to continue along the existing access road that travels south-west to the Down Airport Hi-Rail access pad. Dedicated pedestrian access would be provided along the edge of the road.
- vehicular and pedestrian access to the Up Airport Hi-Rail access pad via the existing driveway entry off Gibbons Street. Vehicles would utilise the existing access road that travels to the north-west. Pedestrian access would be along the side of the access road. The primary means of access would be via vehicle. The access road would be used to travel under the Cleveland Street overbridge and to the Up Airport Hi-Rail access pad.
- vehicular access to the Down North Shore and Down City Outer Hi-Rail access pad from Castlereagh Street between Goulburn Street and Campbell Street.
- vehicular access to the Down City Inner and Up City Outer Hi-Rail access pad from Elizabeth Street between Goulburn Street and Campbell Street
- vehicular access to the loading dock located on Pitt St, with a left turn entrance off Pitt St and a left turn exit back on to Pitt St. Access to Lee St is via a left turn from Eddy Ave.
- vehicular access to the loading dock located off Pitt St
- temporary laydown area located at the Prince Alfred Rail Siding

3.0 Timeframe

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

Construction of the CSM Works are scheduled to commence in July 2018 and is expected to complete in June 2022. The proposed changes will run for the life of the project. All of the works assessed in this ECA would form part of the construction of the CSM Works. The components of work are as follows:

- vehicular and pedestrian access to the ESR Services Shaft via the Railway Institute Driveway off Chalmers Street for the duration of construction.
- vehicular and pedestrian access to the Down Airport Hi-Rail access pad via the Railway Institute Driveway off Chalmers Street during possessions.
- vehicular and pedestrian access to the Up Airport Hi-Rail access pad via the existing driveway entry off Gibbons Street during possessions.
- vehicular access to the Down North Shore and Down City Outer Hi-Rail access pad from Castlereagh Street between Goulburn Street and Campbell Street during possessions.
- vehicular access to the Down City Inner and Up City Outer Hi-Rail access pad from Elizabeth Street between Goulburn Street and Campbell Street during possessions.
- primary outbound haul route from the Eastern Entrance at Randle Street, right onto Elizabeth Street and left onto Cleveland Street to the Eastern Distributor for the duration of construction of the Eastern Entrance. (Closure periods for Randle Lane is the subject of a separate Consistency Assessment)
- Vehicular access to the loading dock located on Pitt St during the hours of 23:30 to 05:30 until 2020

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.

Where out of hours work is required this would be undertaken in accordance with the Sydney Metro out of hours work protocol.

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.

A description of the various sites is as follows.

Vehicular and pedestrian access to the ESR services shaft located in the area directly adjacent to the Devonshire Street pedestrian tunnel entrance on the east side of Central Station would be via the Railway Institute driveway off Chalmers Street. Chalmers Street and the Railway Institute driveway are within an area zoned B4 Mixed Use in SLEP 2012. Chalmers Street is a local road controlled by City of Sydney Council.

Vehicular and pedestrian access to the Down Airport Hi-Rail access pad would be via the Railway Institute Driveway off Chalmers Street and an existing access road that runs south-west between the rail lines, rail buildings and infrastructure. The area is zoned SP2 Railways in SLEP 2012.

Vehicular and pedestrian access to the Up Airport Hi-Rail access pad via the existing driveway entry off Gibbons Street would be via an existing access road that runs to the north east alongside the rail tracks. The access road travels under the Cleveland Street overbridge. Inside the rail land south of Cleveland Street is zoned MD SEPP Major Development 2005. North of Cleveland Road is zoned SP2 Railways in SLEP 2012. Gibbons Street is a Classified Road controlled by Roads and Maritime Services. It is zoned SP2 Classified Road in SLEP 2012. The area surrounding the Gibbons Street driveway is zoned B4 Mixed Use in SLEP 2012 and MD SEPP Major Development 2005.

Vehicular access to the Down North Shore and Down City Outer Hi-Rail access pad would be from Castlereagh Street between Goulburn Street and Campbell Street. Castlereagh Street is a local road controlled by City of Sydney Council. It is located in an area zoned B8 Metropolitan Centre in SLEP 2012. To the south is the elevated rail tracks which are zoned SP2 Railways.

Vehicular access to the Down City Inner and Up City Outer Hi-Rail access pad would be from Elizabeth Street between Goulburn Street and Campbell Street. Elizabeth Street is a local road controlled by City of Sydney Council. It is located in an area zoned B8 Metropolitan Centre in SLEP 2012. The southern end of Elizabeth Street is zoned B4 Mixed Use in SLEP 2012. To the south is the elevated rail tracks which are zoned SP2 Railways.

Elizabeth Street between Randle Street and Cleveland Street is zoned B4 Mixed Use in SLEP 2012 and is a local road controlled by City of Sydney Council. Cleveland Street is an RMS classified road zoned SP2 Classified Road.

Vehicular access to the loading dock on Pitt St is via a left hand turn off Pitt St and exit via a left hand turn back on to Pitt St. Access to Lee St is via a left turn from Eddy Ave. Pitt St is zoned as B8 Metropolitan Centre in SLEP 2012 and is a local road controlled by City of Sydney Council.

Prince Alfred Rail siding is a large vacant space on levelled land within the rail corridor zoned as SP2 Railways. The surrounding area is zoned MD SEPP Major Development 2005, SP2 Railways, SP2 Classified Road, B4 Mixed Use and RE1 Public Recreation in SLEP 2012. The surrounding land uses are roads, rail infrastructure, commercial premises, a Greek Orthodox Church and College, Prince Alfred Park and some residential premises.

All access points are existing access points to the Sydney Trains Rail Corridor. The use of the temporary laydown area will be used during possessions and is consistent with the sites currently used by Sydney Trains (and others). The access points and laydown area occur wholly within the Sydney Trains Rail Corridor.

Refer to Appendix A for the proposed locations.

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.

Access to the services shaft is adjacent to the Railway Institute driveway off Chalmers Street. The surrounding land uses are roads, railways and associated infrastructure, the Railway Institute and a mix of residential and commercial premises as well as Prince Alfred Park to the south. Prince Alfred Park is zoned RE1 Public Recreation in SLEP 2012. This park contains both passive and active recreation facilities including a pool, outdoor gym, basketball courts and tennis courts. There is high pedestrian activity across the Railway Institute Driveway as it is directly adjacent to the Devonshire Street pedestrian tunnel. The entrance to the Railway Institute driveway off Chalmers Street is flanked by a number of mature London Plane Trees (*Platanus x acerifolia*). There are no waterways within 50 metres of the site.

Vehicular and pedestrian access to the Down Airport Hi-Rail access pad would be via an existing access road in an area that is within the curtilage of the Sydney Terminal and Central Railway Station Group (SHR no. 01255). To the east immediately beyond rail buildings, infrastructure and staff parking is Prince Alfred Park described above. The western edge of the park is flanked by mature stands of trees including Fig Trees (*Ficus* spp.), London Plane Trees (*Platanus x acerifolia*) and Canary Island Date Palms (*Serinus canaria*). The basketball and tennis courts are immediately beyond the trees. There are no waterways within 50 metres of the site.

Vehicular and pedestrian access to the Up Airport Hi-Rail access pad would be via the existing driveway entry off Gibbons Street. The area is within the curtilage of the Sydney Terminal and Central Railway Station Group (SHR no. 01255). The surrounding land uses are roads, railways and associated infrastructure and a mix of residential and commercial premises. The area surrounding the temporary worksite and High-Rail access pad is zoned SP2 Railways, B4 Mixed Use corresponding with the Greek Orthodox Church and College, RE1 Public Recreation corresponding with Prince Alfred Park and SP2 Classified Road corresponding with Cleveland Street in SLEP 2012. This area of Prince Alfred Park consists of an outdoor gym, community centre, basketball courts and tennis courts. The western edge of the park is flanked by mature stands of trees including Fig Trees (Ficus spp.) and Norfolk Island Pines (*Araucaria heterophylla*). There are no waterways within 50 metres of the site.

Vehicular access to the Down North Shore and Down City Outer Hi-Rail access pad would be via an existing driveway from Castlereagh Street between Goulburn Street and Campbell Street. The Hi-Rail access pad is located beneath the Goulburn Street multi-level parking station. It is surrounded by commercial and residential high-rise towers. Castlereagh Street is a two-lane one-way street with wide footpaths. It has on street parking on one side adjacent to the parking station. On the opposite side is a two-lane separated cycle way. It is lined by an avenue of immature street trees on the parking station side and mature street trees on the opposite side. There are no waterways within 50 metres of the site.

Vehicular access to the Down City Inner and Up City Outer Hi-Rail access pad would be via an existing driveway from Elizabeth Street between Goulburn Street and Campbell Street. The Hi-Rail access pad is located beneath the Goulburn Street multi-level parking station. Elizabeth Street is a six-lane two-way street. It is surrounded by commercial and residential buildings. It is lined by a mature avenue of street trees. There are no waterways within 50 metres of the site.

Elizabeth Street between Randle Street and Cleveland Street is a four-lane (including one bus lane) one-way street surrounded by commercial and residential buildings. It is lined by mature street trees and there are no waterways within 50 metres of the site.

Pitt Street is a six lane two-way major road surrounded by commercial buildings. Bus and coach services operate frequently on Pitt Street however changes

to bus stops and access to coaches are not required during construction.

Prince Alfred Rail Siding temporary laydown area is greater than 50 metres from a waterway and is located outside of the 1% AEP. The site does not occur within a flood storage area and is unlikely to impact on flood behaviour of the surrounding environment.

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 access for vehicles and personnel via the Railway Institute driveway off Chalmers Street is required for construction of the Eastern Suburbs Rail (ESR) Services Shaft to help facilitate the Eastern Concourse works. There are no alternatives to utilising this access. If access is limited this will prevent or delay the construction of the Eastern Concourse works.

The additional access points for the four Hi-Rail access pads would allow the project to meet the proposed construction timeframes. A Hi-Rail access pad is similar to a level crossing on a road. It provides a convenient level surface that allows a Hi-Rail truck to align its road wheels and engage its Hi-Rail wheels on the rail. The Hi-Rail truck is then able to drive on-rail to a worksite inside a track possession. This is typically used during a possession. They would allow access to all tracks required for construction.

Access to the Castlereagh and Elizabeth Street Hi-Rail pads is required due to an upcoming amendment to Sydney Trains network rule NWT302 (Local Possession Authority) which means several access points in Sydney Yard will not be able to be utilised for plant access. Restricting these access points and work sites would either prevent components of the CSM works being completed or significantly increase the construction timeframes, thereby increasing the length of time over which the construction impacts of the project are experienced.

Access to the loading dock off Pitt St, will greatly reduce the number of hi-rail movements required to service construction activities on the suburban platforms. This will allow works to continue on nights where weeknight possessions are not granted to particular platforms and therefore significantly decrease construction durations.

Prince Alfred Siding contains a suitably sized area for the storage of materials, hence deliveries outside standard construction hours would be minimised to the greatest extent practicable.

7.0 Environmental Benefit

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

The access points and laydown area would also allow the project to meet the proposed construction timeframes. Therefore, the construction duration and resultant length of time over which construction impacts would be experienced would be minimised as far as practicable.

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 identified in 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

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	The impacts of these works will be similar to those described Approved Project.	No additional mitigation is required	Y	Y	
Water	The impacts of these works will be similar to those described in Approved Project. The laydown area is located outside of the 1% AEP. Parts of the existing access road south of the Cleveland Street overbridge experience between 0.1m and 0.5m of flooding in the 1% AEP and between 0.1m and 0.25m in the 2 year ARI. Given the laydown area is temporary and not within a flood storage area it is unlikely to impact on flood behaviour of the surrounding environment.	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
Air quality	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Noise vibration	The duration of impacts however would be for the life of the project, July 2018 to June 2022. The construction traffic using the Castlereagh, Elizabeth and Gibbons streets access points would affect sensitive receivers by creating a new source of noise and reducing the distance between receiver and noise sources from the project. Sensitive receivers on Elizabeth Street between Randle Street and Cleveland Street would be subject to increased noise associated with heavy vehicles using the proposed primary outbound haul route. Consultation would take place with residents in the vicinity of the proposed access points and the new section of primary outbound haul route on Elizabeth Street to minimise impacts where reasonable and feasible. The impacts of the access points are similar to those described in the Approved Project for the Sydney Yard Access Bridge and Randle Lane.	Consultation is to be carried out with affected community members and stakeholders and where required additional mitigation measures will be implemented in accordance with the Construction Noise and Vibration Impact Statement (CNVIS). Construction planning of the project will endeavour to shorten the duration of construction activities within the vicinity of Castlereagh, Elizabeth and Gibbons streets where possible.	Y	Y	
Indigenous heritage	The impacts of these works will be similar to those described in Approved Project.	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
Non-indigenous heritage	The construction access points are within the curtilage of the Sydney Terminal and Central Railway Station Group (SHR no. 01255). The impact of vehicles and pedestrians using the construction access points and roads will pose a low environmental risk to the heritage item as the nature of the activity is consistent with the existing use of the area and will be similar to those impacts that have been identified and assessed as part of the Approved Project.	No additional mitigation is required	Y	Y	
Community and stakeholder	The duration of impacts, including noise and vibration, visual, traffic and transport disruption, access to property and businesses would be longer for stakeholders and the community at these locations. The duration of these works is consistent with the duration of activities at other locations within the Central Station precinct that have been identified and assessed as part of the Approved Project.	Community and stakeholder consultation would be undertaken in accordance with the Business Plan and the Construction Noise and Vibration Impact Statement (CNVIS).	Y	Y	
Traffic	The duration of these works is consistent with the duration of activities at other locations within the Central Station precinct that have been identified and assessed as part of the Approved Project. The nature of the impacts of the access points will be similar to access points identified and assessed as part of the	Consultation is to be carried out with affected community members and stakeholders in the vicinity of Castlereagh, Elizabeth and Gibbons streets and where possible, the construction work schedule is to accommodate their requests for modified hours.	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
	Approved Project including at Sydney Yard Access Bridge and Randle Lane. A number of heavy vehicle combinations are expected to travel to and from the CSM works. A summary of these include: • Rigid 12.5m trucks or smaller • Truck and Trailers (Truck & Dog) 19m – Performance Based Standard Level 1 • Prime Mover and Semi-Trailer – 19m • Up to 25m low loaders • Various oversize and/or overmass vehicles Light vehicle movements to and from the site are expected to be approximately 3 per hour. The majority of deliveries will be via the Sydney Yard Access Bridge and will be during the day. The estimated number of vehicle movements at peak per day is 80. The access points at Gibbons Street, Elizabeth Street, Castlereagh Street and Chalmers Street will be for Hi-Rail access only. Specific access requirements relate to the Castlereagh Street and Elizabeth Street Hi-Rail access points. The Chalmers Street access would also be used during construction of the ESR Services Shaft. The impacts of construction traffic using the approved primary inbound haul route were assessed travelling along	Construction planning of the project will endeavour to shorten the duration of construction activities within the vicinity of Castlereagh, Elizabeth and Gibbons streets, where possible. Traffic management would be undertaken during restricted access periods to permit safe access to private driveways and garages for land and business owners. Castlereagh Street Hi-Rail access is restricted to a left-hand turn from Castlereagh St therefore access to the work area will be from the North along Castlereagh St. Vehicles are to exit the work area via a left hand turn on to Castlereagh St. Elizabeth Street Hi-Rail access is restricted to a left- hand turn from Elizabeth St therefore access to the work area will be from the south along Elizabeth St. Vehicles are to exit the work area via a right hand turn on to Elizabeth St.			

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
	Chalmers Street past the Chalmers Street access point. The impacts associated with construction traffic proposed to enter and exit the Chalmers Street access point are disruption to pedestrian and cyclist thoroughfare, delays to traffic on Chalmers Street and other users of the driveway. The impacts to traffic of additional construction access points are expected to be similar to those identified and assessed in the Approved Project including the need to stop traffic to allow construction vehicles to enter and exit, the impact to cyclist and pedestrian thoroughfare and the increased volume of traffic on the road network in the surrounding area. The primary outbound haul route on Elizabeth Street between Randle Street and Cleveland Street would impact on traffic travelling south on Elizabeth Street due to the need for traffic control when construction vehicles leave the site. The impact is expected to be moderate given the duration of construction activities at the Eastern Entrance and the type and number of heavy vehicles using the haul road. These impacts of the proposed primary outbound haul route are considered less adverse than the primary outbound haul route in the Approved Project given the				

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
	reduced travel distance for construction vehicles out of the city and pedestrian and heavy vehicle interactions at Eddy Avenue. A reduction in potential impacts to Elizabeth St and Randle St would occur as trucks will not reverse out of Randle Lane onto these streets but rather travel through Randle Lane and exit onto these streets in a front facing manner.				
Waste	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Social	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Economic	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Visual	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required	Y	Y	
Urban design	The impacts of these works will be similar to those described in Approved Project.	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 Approved Project.	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 Approved Project.	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	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Water	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Air quality	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Noise vibration	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Indigenous heritage	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 Approved Project.				
Non-indigenous heritage	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Community and stakeholder	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Traffic	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Waste	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Social	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Economic	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Visual	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Urban design	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Geotechnical	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Land use	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Climate Change	No change to the operational impacts described in the Approved Project.	Not applicable	Y	y	
Risk	No change to the operational impacts described in the Approved Project.	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
Other	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Management and mitigation measures	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	

12.0 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 Approved Project would continue to provide a new metro line between Chatswood and Sydenham. The additional access points and ancillary facility will support the construction of the project.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works will assist the Approved Project to achieve its objectives and functions. The additional access locations will also enable a more efficient construction schedule.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The proposed works are consistent with the objectives and functions of the construction element of the Approved Project. The additional Hi-Rail and construction access points are required in order to undertake the works and the haul route is consistent with the removal of spoil from the worksite.
Are there any new environmental impacts as a result of the proposed works/modifications?	Yes. The duration of the impacts is increased in the vicinity of Castlereagh, Elizabeth and Gibbons streets however the nature of the impact remains the same. There would be additional impacts to nearby sensitive receivers due to the proposed use of new rail access points.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed additional rail access points are consistent with the conditions of approval for the Approved Project and no changes are required.

Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of using the additional rail access points are known and understood due to the estimated construction traffic volumes that have been identified.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts would be managed to avoid adverse impacts. The relevant conditions of approval, the revised environmental management measures, those identified in the CSMW CEMP and the control measures identified in this ECA would be implemented during the use of the additional access points to ensure there are no adverse impacts on the surrounding environment.

13.0 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:	Chris McCallum	Signature:	
Title:	Environment Manager		
Company:	Laing O'Rourke	Date:	27 June 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)

As an approved ER for the Sydney Metro City & 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.			
Name:	Annabelle Tungol Reyes	Signature:	
Title:	Environmental Representative	Date:	05 July 2018

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	5/7/18
Title:	Environmental Planning Manager	Comments:	—
Signature:			

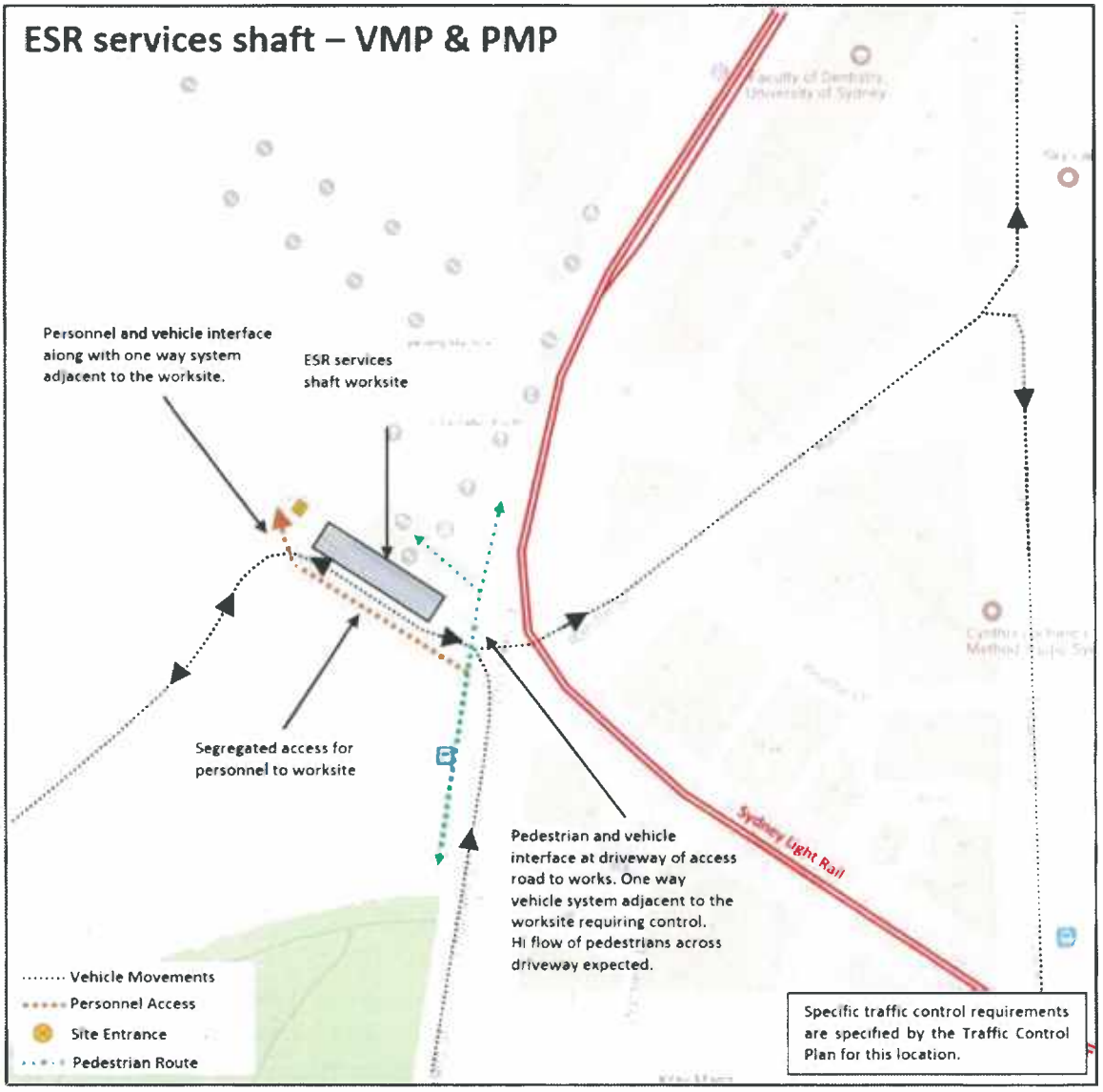
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes ☑ The proposed activity/works are consistent and no further assessment is required.

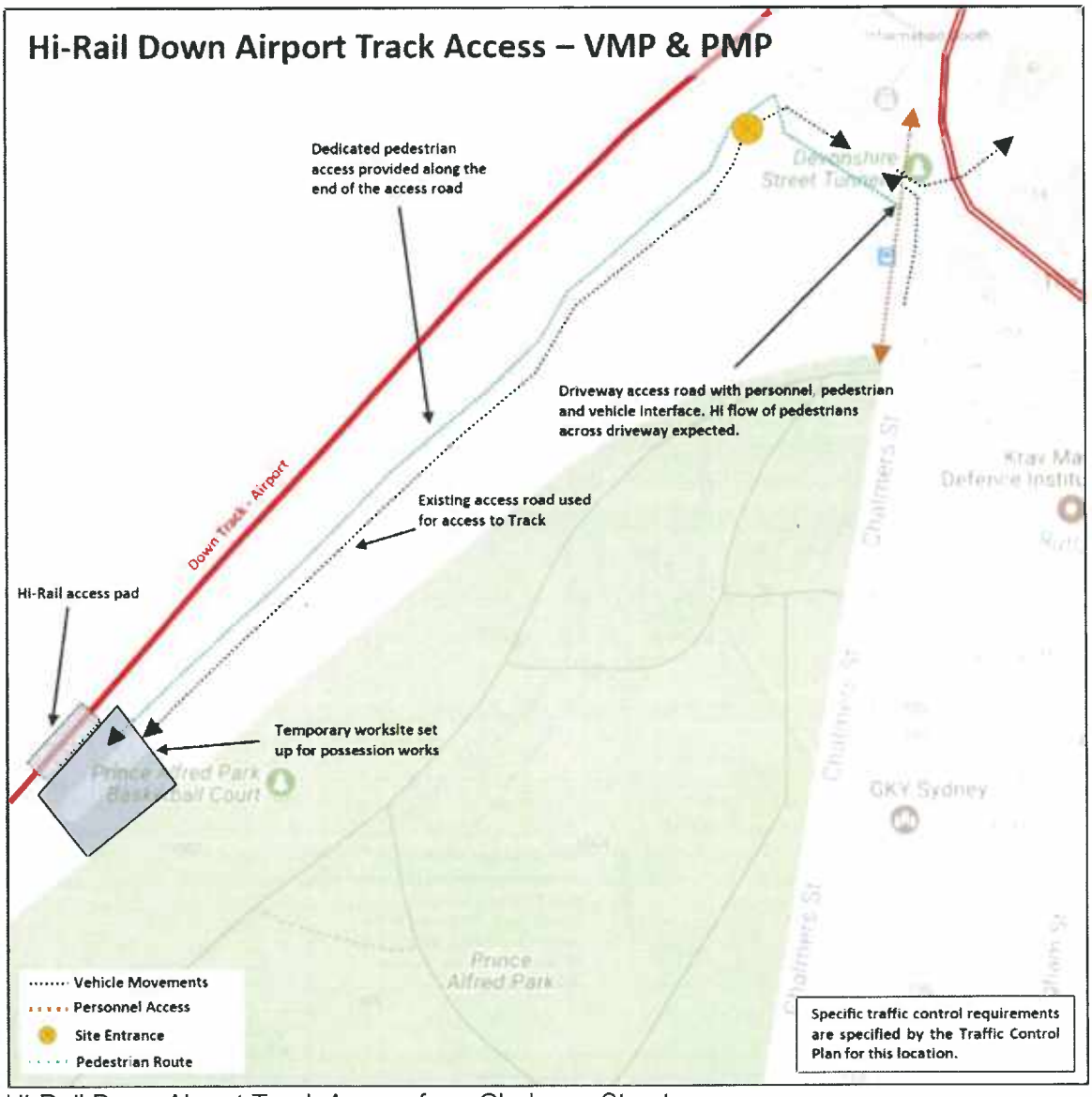
No ☐ The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	FIL CERONE	Date:	13/7/18
Title:	~~Principal Manager Northwest~~/ DIRECTOR City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

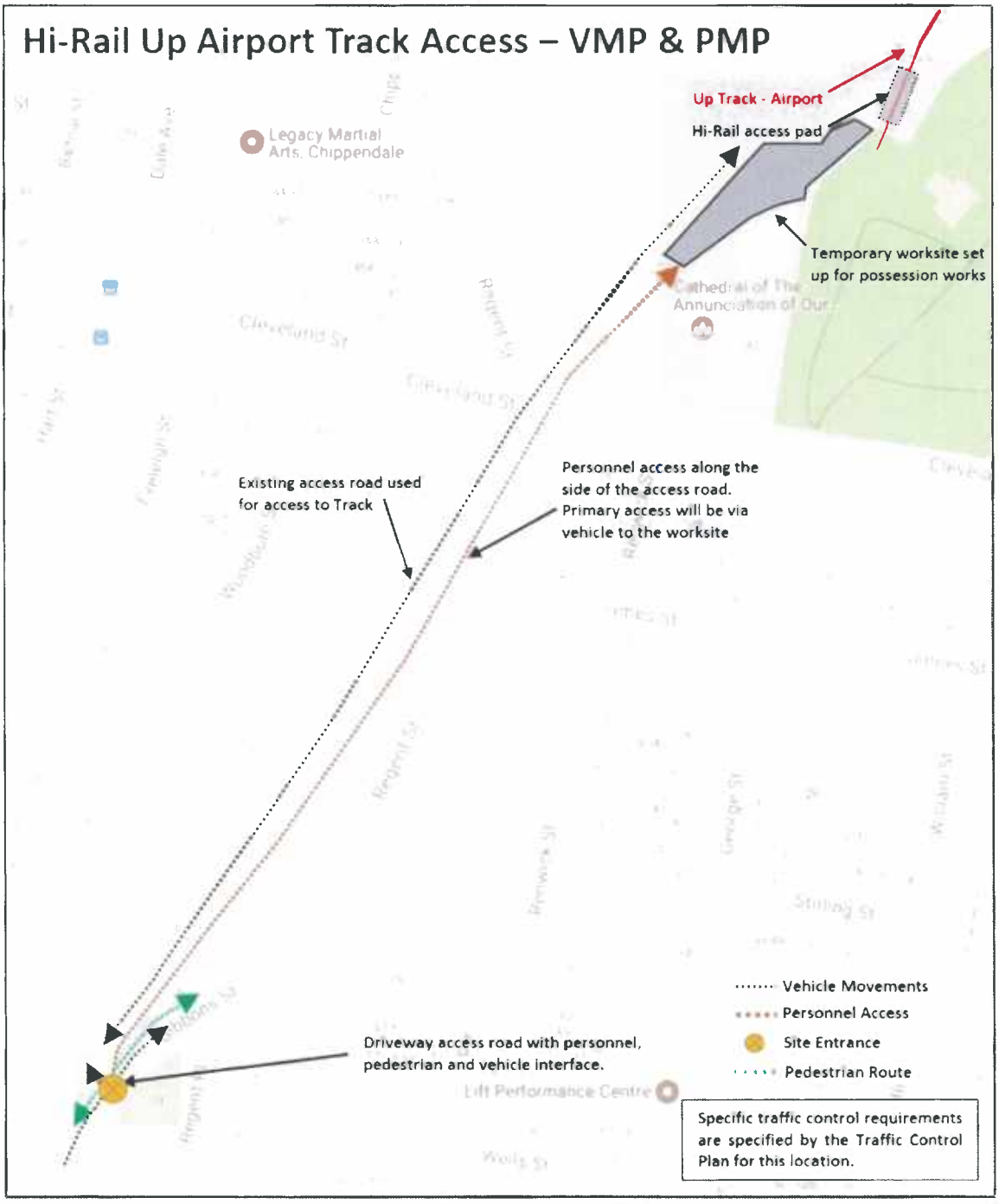
Appendix A



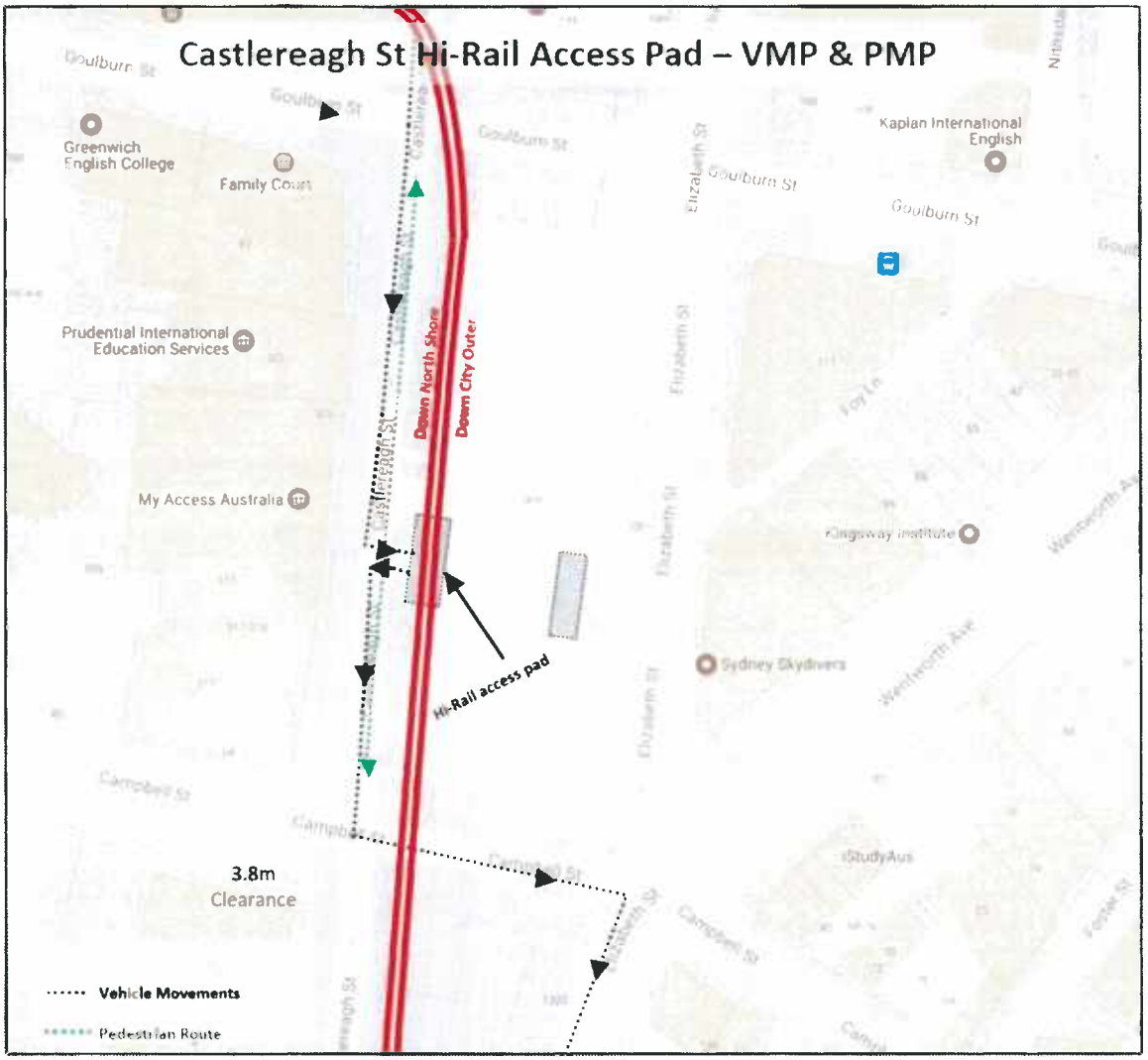
Access to the ESR Services Shaft from Chalmers Street



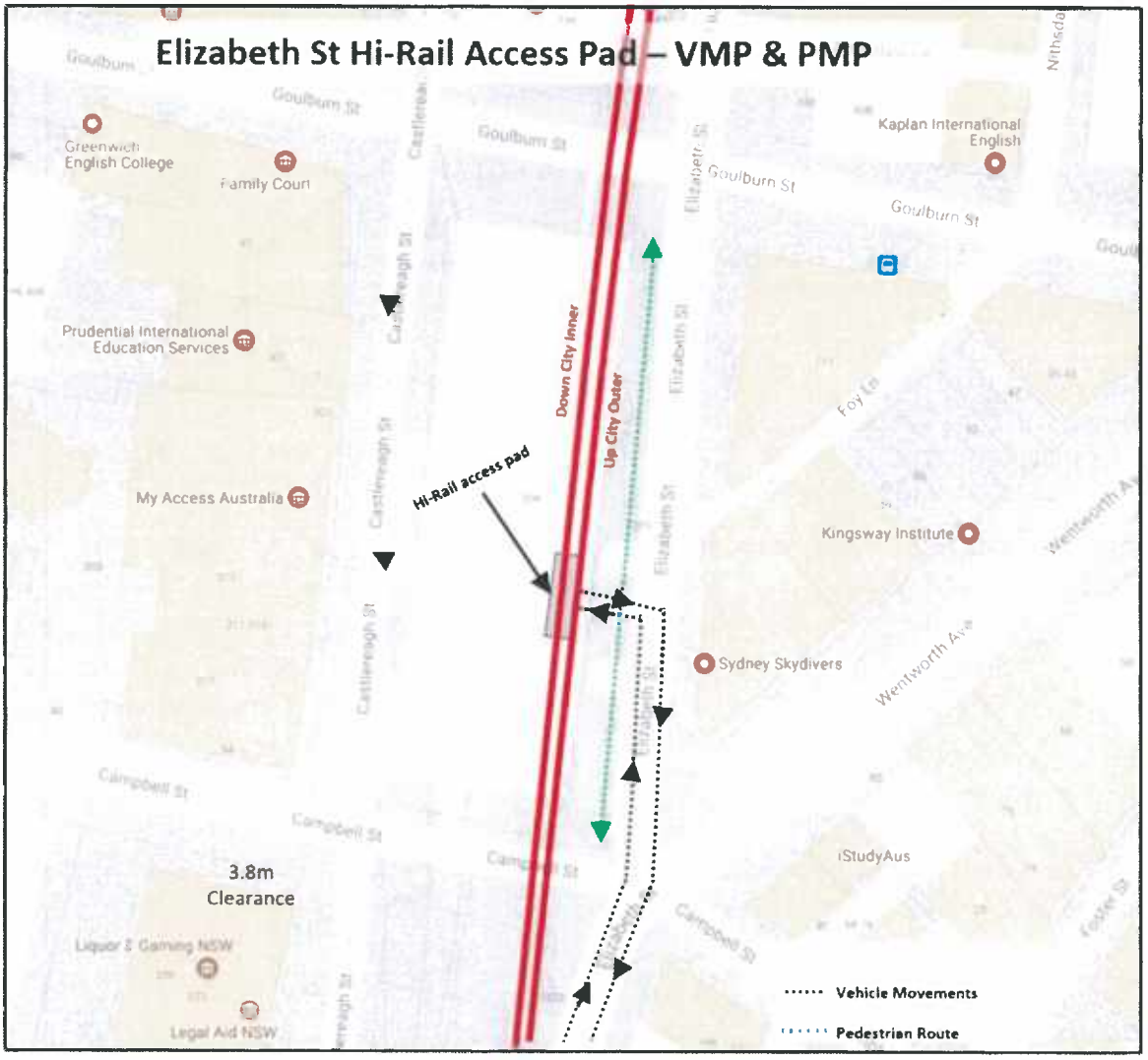
Hi-Rail Down Airport Track Access from Chalmers Street



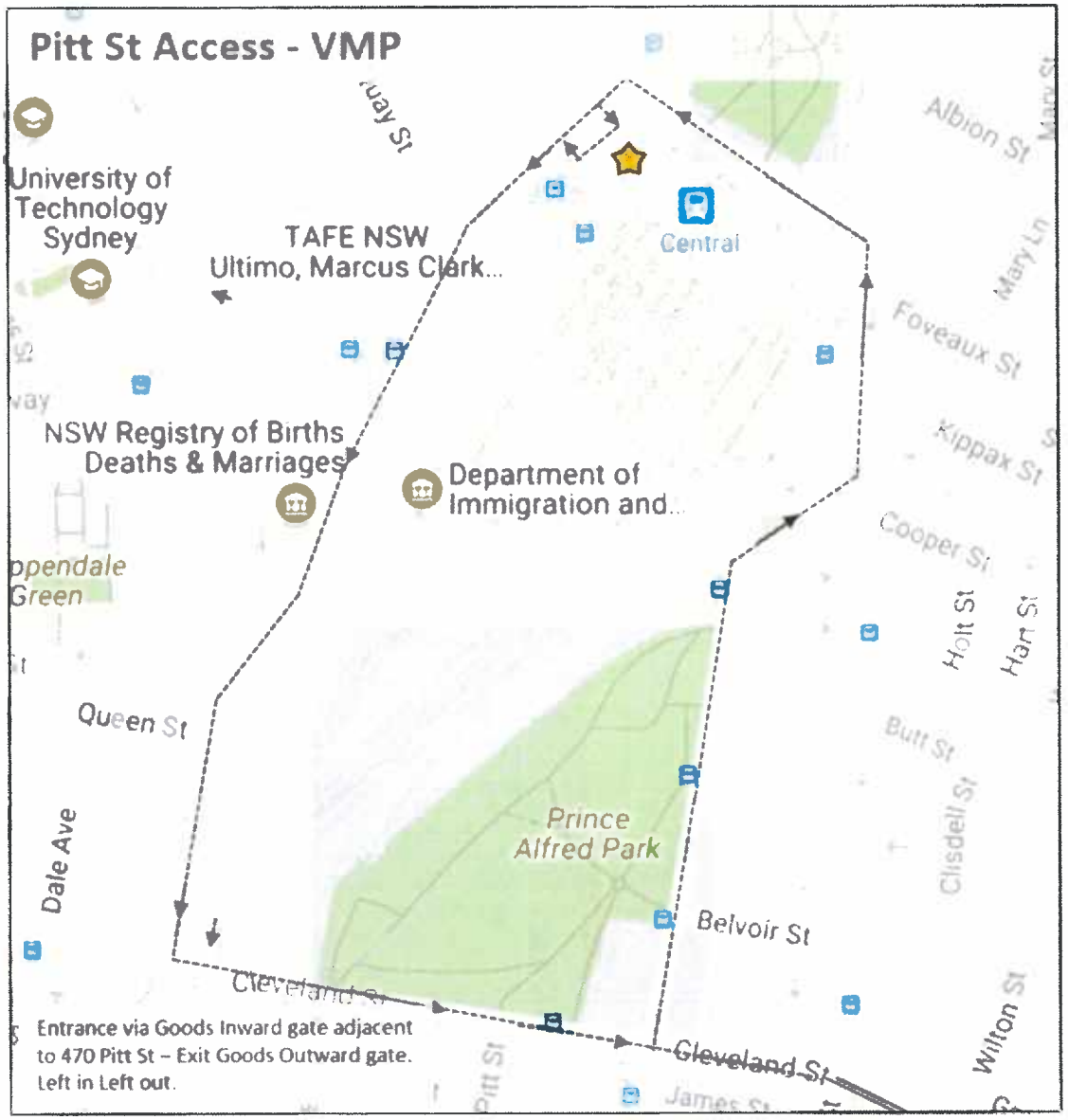
Gibbons Street Hi-Rail Access



Castlereagh Street Hi-Rail Access



Elizabeth Street Hi-Rail Access



Proposed access to loading dock off Pitt St

Prince Alfred Rail Siding Storage lay-down area

Hi-rail access pad locations