sydney METRO | Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Prepared by:	Lucas Dobrolot
Prepared for:	Laing O'Rourke
Assessment number:	CSM07
Status / version:	2
Planning approval:	SSI – 15_7400
Date required:	15 August 2019
Date approved:	
Central number:	SM-19-00018662

Form information – do not alter

Form number	SM ES-FT-414
Applicable to:	Sydney Metro
Document Owner:	Principal Manager, Sustainability, Environment & Planning
System Owner:	Executive Director, Safety, Sustainability & Environment
Status:	Final
Version:	2.0
Date of issue:	1 February 2019
Review date:	1 February 2020

Table of Contents

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).

Modification 5 - Blues Point Acoustic Shed (SSI Mod 5).

Modification 6 – Administrative Changes- Modification to Sydney Metro City & Southwest - Chatswood to Sydenham (SSI Mod 6)

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.

SSI Mod 5 – 2 November 2018

SSI Mod 6 – 21 February 2019

Type of planning approval:

Division 5.2 (cf 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.

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.

SSI Mod 2: 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).

Program for Randle Lane

Section 5.3 of the Secretary's Environmental Assessment Report for SSI Mod 2 (Secretary's Report) identified that vehicles associated with demolition of the former MGM building and construction of the eastern entry would access the site via Randle Lane during daytime for up to nine months. Randle Lane would be closed for around three months during excavations for the new station entry. Refer to Appendix A for associated TCPs.

Reversing into Randle Lane from Randle Street

Section 9.4 of the Central Walk Modification 2 Report (Mod 2) identified that potential construction traffic and transport impacts would primarily relate to the addition of trucks and light vehicles to the road network surrounding the construction sites. For the Central Station Walk works, access is only permitted from Randle Lane. No access is permitted from Chalmers Street.

Randle Lane is a narrow bitumen road with kerb and guttering, small verge with building facades positioned close to the kerb. Mod 2 anticipated limited truck movements reversing out of Randle Lane onto Elizabeth Street and Randle Street. Where possible trucks would travel through Randle Lane, entering via Elizabeth Street and exit onto Randle Street in forward gear movements. During the period of closure of Randle Lane, Mod 2 describes controlled access at either end of Randle Lane would be required to facilitate vehicle movements. Larger vehicles such as trucks would be required to reverse out of Randle Lane into Elizabeth Street and Randle Street as the width of Randle Lane is not sufficient to enable large vehicles to turn around. Traffic control would be required at Elizabeth Street and Randle Street to enable reversing vehicles to safely exit Randle Lane. This would result in delays for traffic on Elizabeth Street and Randle Street. Given the low traffic volume on Randle Lane, the impact of these delays to traffic flow on Elizabeth Street and Randle Street is expected to be minor.

Mod 2 has used Level of Service (LoS) to assess the impact of the construction activities on the road network performance, intersections along the proposed construction routes between construction sites and the arterial road network. LoS is a measure of the overall performance of the intersection. The criteria for these performance indicators are provided in Appendix C. LoS has only been calculated for the peak periods as these would represent the highest potential construction impact to the road network.

Summary Figures 9.8 and 9.9 (reproduced in Appendix C) identify a level of service (LoS) for three scenarios of the primary and secondary haulage route assessed intersections;

- Existing (prior to approved project)
- approved project only, and
- approved project plus modification 2.

The LoS for the Chalmers Street and Randle Street intersection has been determined to be B in the am and A in the pm for the three scenarios, demonstrating a negligible impact. Mod 2 states that reversing would result in delays for traffic on Elizabeth Street and Randle Street, however given the low traffic volume on Randle Lane, the impact of these delays to traffic flow on Elizabeth Street and Randle Street is expected to be minor. S9.4.1 of the Mod 2 states that during non-possession periods, vehicles would only access the eastern entry construction during the standard daytime construction hours of 7 am to 6 pm. During these periods, a maximum of 24 vehicles would enter the site per hour (48 movements).

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

The 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.

In order to facilitate the construction of the Eastern Entrance for Central Station at 20 - 28 Chalmers St, Surry Hills, the Bounce Hotel will be demolished in preparation for the construction of the Eastern Entrance. With the exception of Hoarding establishment, building mobilisation and demobilisation on Chalmers St, the sole means of vehicle access to the Eastern Entrance worksite is via Randle Lane which is a single directional street.
Randle Lane is a local road located directly to the rear of the Bounce Hotel located between Elizabeth St and Randle St. A number of existing properties use Randle Lane for vehicle access to parking. Access to basement car parking to properties off Randle Lane will be maintained at all times except in consultation with affected occupiers and agreement with affected owners for alternative parking, storage or other forms.

The works will result in construction and demolition waste being generated as result of the Bounce Hotel demolition works. There is for potential for dust and noise to occur as a result of the works. All potential environmental impacts and waste will be managed in accordance with the Project's Construction Environmental Management Plan (CEMP). Regular notifications and updates will be provided to the community as per the CSM Community Communications Strategy Management Plan This Environmental Consistency Assessment (ECA) has been prepared to address the proposed extensions of time for both intermittent restricted access via Randle Lane and general staging as identified in Table 1:

Table 1: Proposed construction program for use of Randle Lane

Time period	Duration (months)	Closure type	Description of work	Comment	Traffic Access/Egress
Stage 0-1: March 2019 until September 2019 (identified and approved via Mod 2)	7	Stage 0- Temporary Full Road Closure of Randle Lane (5 days) Stage 1- Work Zone 30m of work zone for a duration of 32 weeks along the western side of Randle Lane directly adjacent to the Bounce Hotel 7am – 6pm Monday – Friday 7am – 5pm Saturday	Bounce Hotel Demolition Hoarding establishment and building install on Chalmers St (1 weekend in April 2019) 16m break out of Bounce façade on Randle lane to facilitate Strip out removal of materials.	Traffic Management approved through Addendum 3 Rev 02 of CTMP.	With the exception of Hoarding establishment and building install on Chalmers St, the sole means of vehicle access to the Eastern Entrance worksite is via Randle Lane.
Stage 2: August 2019 – January 2020	6	Closure of laneway (within work zone) in construction hours 7am-6pm Monday – Friday and 7am to 1pm Saturday and then re-opening of the laneway outside of these hours.	Delivery of plant and equipment, diversion of Ausgrid HV cables, Telstra fibre & sewer diversion works & commencement of piling.	Traffic Management approved through Addendum 5 of CTMP.	Vehicle routing will be undertaken in accordance with the EIS, planning approvals and as outlined in the Central Station Main Works CTMP. Vehicle movements will be via rigid trucks not greater than 9 metres in length. Heavy Vehicle movements throughout the works not expected to exceed 20 per shift, with no more than 6 per hour in peak hours. (7am-10am, 3pm-6pm). All deliveries and spoil removal for this stage of

					works is planned to be completed in a forward manoeuvre as per normal traffic flow, however Machinery required for these works which cannot be delivered on a Heavy Vehicle of 9m in total length or less will be delivered and unloaded within the loading zone on Randle Street and tracked into the work zone. This would be carried out under the guidance of traffic control.
Stage 3: January 2020 until February 2020 (identified and approved via Mod 2)	2	Closure of laneway (within work zone) both during standard construction hours and out of hours. This would be managed by 24/7 traffic control.	Capping Beam excavation, FRP and slab on ground construction	Traffic Management approved through Addendum 5 of CTMP.	Should through travel not be available for delivery, Heavy Vehicles would be reversed into the worksite, under the guidance of traffic control from Randle St, outside of peak hour. (10am-3pm) An ROL will be applied for as per normal practice for occupancy of roadway and management of traffic on Randle St for all reversing manoeuvres.
Stage 4: March 2020 Until December 2020	10	Through traffic is planned to be maintained for this stage at all times except when loading vehicles. Whilst loading occurs on the	Bulk excavation of the site to basement level. Works include excavation, concreting, waterproofing, shotcreting, temporary works and anchoring.	Traffic Management approved through Addendum 5 of CTMP.	Spoil is planned to be removed daily at a rate not exceeding 6 per hour in peak (7am-10am, 3pm-6pm) and an estimated 10 per hour outside of peak (10am-3pm).

		laneway, general traffic vehicles are held under Traffic Control within the laneway.	Excavation will take place within the footprint of the worksite with an excavator loading out from the worksite into a <9m bogie tipper situated on the laneway.		Manage to restrict no more than 2 bogies in the laneway at any one time. To manage the frequency and quantity of vehicles accessing the worksite, it is planned to marshal bogie tippers for loading from the Central Station Main Works site at Sydney Yard, access / egress from Regent St Chippendale.
Stage 5: November 2020 until April 2021	6	works Zone set up, similarly to Stage 1 construction to enable the receipt of deliveries to the worksite.	Construction of eastern entrance to station including FRP, fit out and finishes, lifts and escalators.	Traffic Management approved through Addendum 5 of CTMP.	Work Zone 30m of work zone for a duration of 6 months along the western side of Randle Lane directly adjacent to the Bounce Hotel, similar to Stage 1. 7am – 6pm Monday – Friday 7am – 5pm Saturday

Full and partial road closures are proposed across five individual work stages for a combined period of approximately 30 months while Randle Lane is being excavated directly behind the Bounce Hotel (façade to façade). The works will allow for demolition, service diversion, piling works, capping beam, FRP and slab construction, bulk excavation and FRP main structure works to be completed throughout the five stages. The temporary lane closure is a critical element of the construction methodology and it is proposed to allow trucks to reverse into Randle Lane from Randle Street only outside of peak hour. A swept path assessment has identified reversing from Randle Street is favourable to the option of reversing from Elizabeth Street. Refer to Appendix B. The revised construction methodology has identified that satisfactory yet non excessive truck movements could be achieved per hour throughout the five works stages. Truck movement analysis has taken into consideration the time it takes to reverse in, load/unload and pull out in a forward direction.

Revised Environmental Mitigation Measure T25 as presented in Table 14-1 of the Mod 3 Report provides the following instruction;
During the closure of Randle Lane, traffic control would be provided at either end. Reversing movements out of Randle Lane onto Elizabeth Street would not be carried out during the peak periods of 7 am to 10 am and 3 pm to 7 pm.

This mitigation measure can be achieved, as there is no proposal to reverse out of Randle Lane onto Elizabeth Street. This consistency assessment has been prepared to demonstrate compliance to this mitigation measure with the objective of minimising impact on the surrounding road network as demonstrated against the LoS criteria. A similar consideration is not required as the potential impact to the road network would be adequately mitigated as follows;

- Only six truck movements per hour are likely to occur during peak hour at any stage (three reversing movements)
- Trucks reversing into Randle Lane would be timed with the traffic light phases, and out of peak hour under traffic control
- The option of a truck marshalling area within Sydney Yard would be used if required.

This approach would be consistent with the aims identified in S9.1.4 of Mod 2 as follows:

- Minimise the use of local or residential streets and maximise the use of arterial roads
- Minimise potential safety implications for pedestrians, cyclists and other road users
- Minimise impact on bus services
- Exit the Sydney CBD as efficiently as possible
- Minimise the cumulative use of roads by trucks accessing different Sydney CBD construction sites.

In accordance with REMM T26, during the closure of Randle Lane, access to basement car parking would be maintained where feasible and reasonable. If access cannot be maintained, alternative parking would be arranged.

During the closure of Randle Lane, access to basement car parking would be maintained where feasible and reasonable. If access cannot be maintained, alternative parking would be arranged subject to consultation and agreement of affected owners or residents.

3.0 Timeframe

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

Construction of the CSM Works commenced in August 2018. All of the works assessed in this assessment would form part of the construction of the CSM Works. The timing of the various components of work along Randle Lane is as follows:

- Stage 1: From March 2019- September 2019; Randle lane becomes a Work Zone (not subject to this CA as already approved)
- Stage 2: From August 2019 until January 2020; Closure of laneway in construction hours 7am-6pm Monday – Friday and 7am to 1pm Saturday
- Stage 3: From January 2020 until February 2020; 24/7 closure.
- Stage 4: From March 2020 until December 2020; Through traffic to be maintained at all times except when loading vehicles.
- Stage 5: From November 2020 until April 2021; Randle lane becomes a Work Zone.

Where out of hours work is required, these would be undertaken in accordance with the Sydney Metro out of hours work protocol and LORAC CSM EPL 21148.

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.

Randle Lane is a local road controlled by City of Sydney Council. It is located to the east of Central Station and Chalmers Street and it connects to both Elizabeth Street and Randle Street. It is located within an area zoned B4 Mixed Use in Sydney Local Environmental Plan 2012 (SLEP 2012).

Refer to Appendix A for the proposed location.

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.

Randle Lane is a bitumen road with kerb and guttering. It has a narrow bitumen and concrete road verge of approximately 50cm on either side of the road with building facades abutting the kerb. It contains numerous driveways to garage doors and car parking areas, a substation and building fire exits. The surrounding land uses are roads, railways and associated infrastructure and a mix of residential and commercial premises. There is no vegetation within or surrounding the lane and there are no waterways within 50 metres of the site.

6.0 Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

There are no alternatives to the full and partial closures of and access to Randle Lane throughout the 30 month period to facilitate five stages of works and ultimately the construction of the Eastern Entry. Access via Randle Lane is the only feasible option for the works to be carried out and for construction of the Eastern Entry to be achieved. Chalmers Street is permanently closed to general traffic between Elizabeth and Randle streets with the introduction of the CBD and South East Light Rail (CSELR), hence access via Chalmers Street is limited.

The duration of impacts would be limited to approximately seven, six, two, ten, and six month periods during five separate stages from March 2019 until April 2021. As a result of the staged approach, it is anticipated that impacts on the local community or the environment resulting from the works can be managed effectively relative to the potential impacts which may occur during each of the stages. Consultation has been undertaken with Traffic and Transport Liason Group (TTLG), Roads and maritime Services (RMS), Sydney Coordination office (SCO), and City of Sydney (CoS) who are all supportive of the works taking place. This is endorsed through Addendum 5 of the CTMP, TB ref: SMCSWCSM-LOR-SMC-LM-PLN-000005.

The demolition, service diversion, piling works, capping beam, FRP and slab construction, bulk excavation and FRP main structure works throughout the 5 stages must occur in order for the Eastern Entry to be constructed. If access to and the closure of Randle Lane are limited as described in Mod 2, then the works cannot occur.

7.0 Environmental Benefit

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

There is no net environmental benefit associated with the access and closure of Randle Lane.

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.

9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

No. The proposed works are unlikely to be adversely affected by the impacts of climate change due to the location and proposed management measures.

10.0 Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	The impacts of these works will be similar to those described Approved Project.	• No additional mitigation is required	Y		
Water	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Air quality	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Noise vibration	The nature of the noise and vibration impacts of the Randle Lane works will be similar to those described in SSI Mod 2 which notes that the "*change in impact would be greatest for those receivers on Chalmers and Elizabeth streets and Randle Lane in the immediate vicinity of the proposed eastern entry*" The duration of noise and vibration impacts would occur across five separate stages from March 2019 until April 2021.	• No additional mitigation is required as impacts remain consistent, however duration is extended.	Y		
Indigenous heritage	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Non-indigenous heritage	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	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
Community and stakeholder	The nature of the impacts of the works in Randle Lane will be similar to those described in the SSI Mod 2. The duration of impacts, including noise and vibration, visual, traffic and transport disruption and access to property would be longer for stakeholders and the community at this location. Stakeholders and affected community members would be consulted about the increased duration of impacts and where possible their requests for modified hours would be implemented. This will not be possible for the full road closure.	• No additional mitigation is required as impacts remain consistent, however duration is extended. • Consultation is to be carried out with affected community members and stakeholders in the vicinity of Randle Lane and where possible, the construction work schedule is to accommodate their requests for modified hours.	Y		
Traffic	The nature of the impacts of the Randle Lane works will be similar to those described in the Approved Project. The duration of impacts however would five separate stages from September 2019 until April 2021. The partial closure to Randle Lane will be for a longer period than anticipated however stakeholders and affected community members would be consulted about the increased duration of impacts and where possible their requests for modified hours	• Consultation is to be carried out with affected community members and stakeholders in the vicinity of Randle Lane and where possible, the construction work schedule is to accommodate their requests for modified hours. • Works are to only occur during standard construction hours • Traffic management would be undertaken during restricted	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
	would be implemented. This will not be possible for the full road closure. A reduction in potential impacts to Elizabeth St and Randle St would occur as trucks will limit reversing out of Randle Lane. Instead, during the full road closure, trucks will only reverse into Randle Lane.	access periods to permit safe access to private driveways and garages for land and business owners. • Negotiated agreement are to be in place with affected occupiers and owners for alternative parking, storage or other forms of compensation during Randle Lane closure periods. • Sydney yard would be used as a potential truck layover to reduce impacts on Randle Lane.			
Waste	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Social	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Economic	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Visual	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Urban design	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Geotechnical	No geotechnical investigations are proposed.	• N/A	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
Land use	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Climate Change	There would be no climate change related impacts.	• No additional mitigation is required	Y		
Risk	Environmental risks would be minimal as assessed in this table.	• No additional mitigation is required	Y		
Other	The impacts of these works will be similar to those described in Approved Project.	• No additional mitigation is required	Y		
Management and mitigation measures	No additional management and mitigation required for construction of this change.	• No additional mitigation is required	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		
Water	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Air quality	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Noise vibration	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Indigenous heritage	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Non-indigenous heritage	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Community and stakeholder	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Traffic	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Waste	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Social	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Economic	No change to the operational impacts described in the Approved Project.	• Not applicable	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
Visual	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Urban design	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Geotechnical	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Land use	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Climate Change	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Risk	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Other	No change to the operational impacts described in the Approved Project.	• Not applicable	Y		
Management and mitigation measures	No change to the operational impacts described in the Approved Project.	• Not applicable	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 proposed works anticipated the need for restricted access and the closure of Randle Lane during construction.
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.
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.
Are there any new environmental impacts as a result of the proposed works/modifications?	Yes. The duration of the traffic and access impacts is increased in the vicinity of Randle Lane however the nature of the impact remains the same.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed restriction on access to Randle Lane is 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 extending the restricted access at Randle Lane are known and understood.
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 assessment would be implemented during the use of Randle Lane to ensure there are no adverse impacts on the surrounding environment.

13.0 Other Environmental Approvals

Identify all other approvals required for the project:	Road Occupancy Licence (ROL)

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:	Lucas Dobrolot	Signature:	
Title:	Environment Advisor		
Company:	Laing O'Rourke	Date:	6 August 2019

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:	Alberto Paludetto	Signature:	Alberto Paludetto
Title:	Environmental Representative	Date:	14/8/19

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	14/8/19
Title:	Planning Approvals Manager	Comments:	
Signature:	YBuchli		

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

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

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

Endorsed by			
Name:	FIL CERONE	Date:	16/8/19.
Title:	Director, City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Appendix A

Figure 1: Area of full road closure for Randle Lane

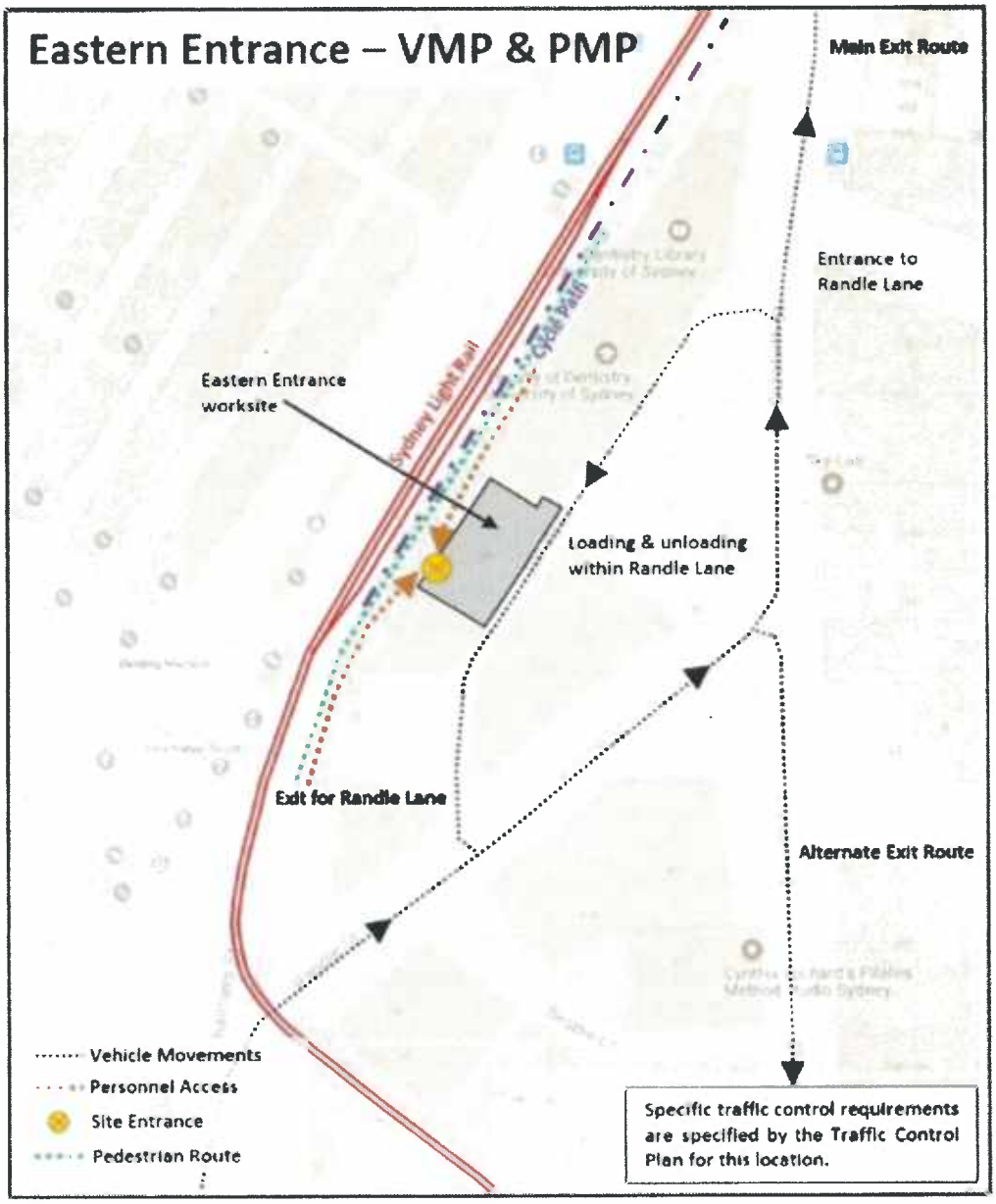

Figure 2: TMP Randle Lane

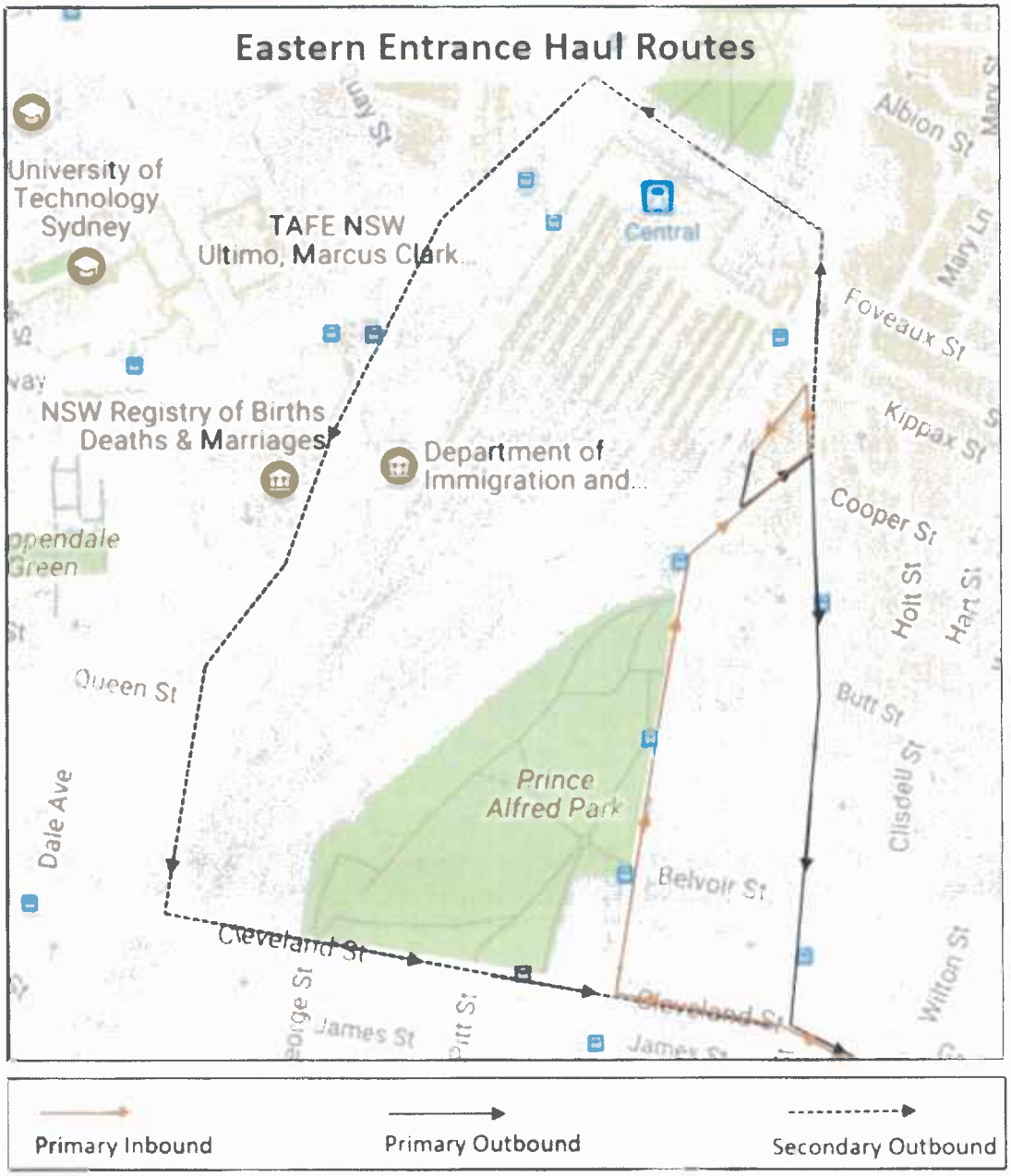

Figure 3: Proposed primary outbound haul route

Appendix B

Figure 4: Scenario 1: 8.8m bogie Randle Lane Reversing Sweep Path

Figure 5: Scenario 2: 8.8m bogie Randle Lane Reversing Sweep Path

Figure 6: Scenario 3: 8.8m bogie Randle Lane Reversing Sweep Path

Figure 7: Scenario 4: 8.8m bogie Randle Lane Reversing Sweep Path

Figure 8: Scenario 5: 8.8m bogie Randle Lane Reversing Sweep Path

Table 1: Swee ath com arison Randle Street to Elizabeth Street

Randle Street	Elizabeth Street
Direct line of site to traffic lights allowing for timing with light phases reducing impact on LoS	No direct line of site to traffic lights, does not allow for timing with light phases, risk to impacting LoS
Adequate sweep path without modifying pavement/curb or gutter	Sweep path not adequate without modifying pavement/curb or gutter
Traffic can still flow through right lane	Traffic flow disrupted in a north direction
Minor delay to traffic flow	Greater delay to traffic flow
Consistent with the primary haulage route, inbound (Heading north along Chalmers from Cleveland Street)	Consistent with the primary haulage route, inbound (Heading north along Chalmers from Cleveland Street)

Appendix C

Table 2: LoS ,erformance Indicators

Level of Service	Average Delay (seconds per vehicle)	Traffic signals and roundabout operations
A	<14	Good operation
B	15 to 28	Good with acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Operating near capacity
E	57 to 70	At capacity; at signals incidents will cause excessive delays
F	>70	Exceeds capacity; roundabouts require other control mode

Source: Guide to Traffic Generating Development (Roads and Traffic Authority, 2002)

Figure 9-8 Primary haul route assessed intersection locations

Figure 9: Reproduced primary haul route assessed intersection locations

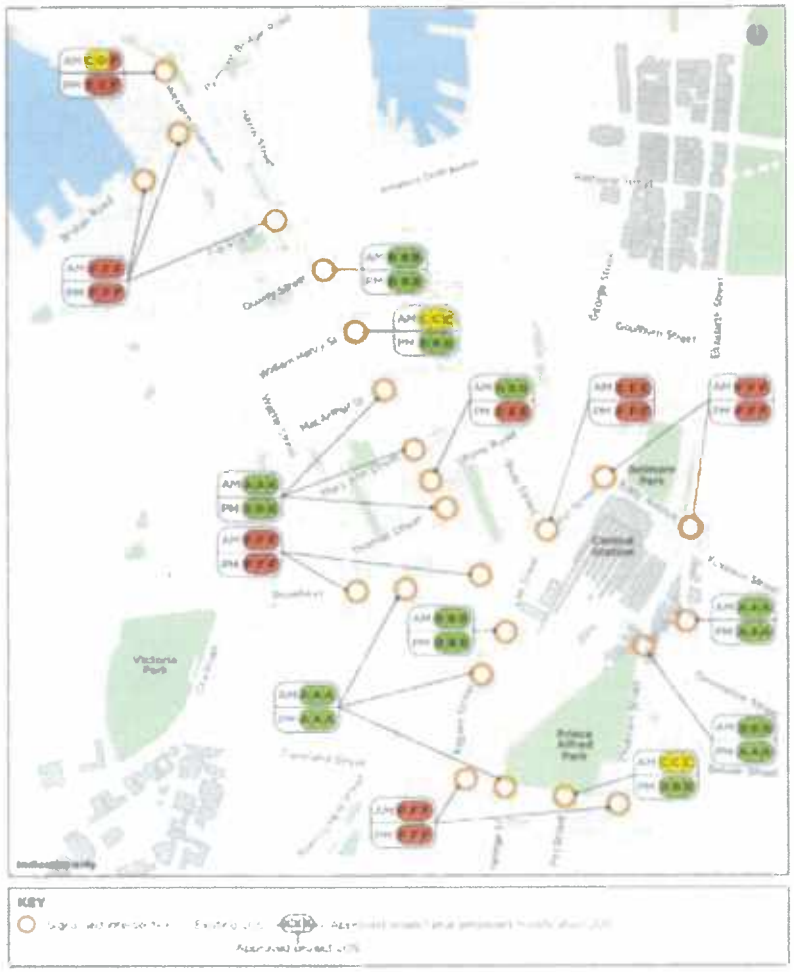

Figure 9-9 Secondary haul route assessed intersection locations

Figure 10: Reproduced secondary haul route assessed intersection locations