



Integrated
Management
System

Planning Approval Consistency Assessment Form

SYAB – access and temporary construction area

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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

Existing Approved Project

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

Sydney Metro Chatswood to Sydenham SSI-7400

Date of determination:

09/01/17

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

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

The SYAB project forms part of the Sydney Metro Chatswood to Sydenham project and is a new permanent road bridge that will provide a connection from Regent Street over the Mortuary Station line and intercity tracks into the Sydney Yard at Central Station. SYAB will be owned by Transport for New South Wales (TfNSW) and, following completion of the Sydney Metro Chatswood to Sydenham construction works, will be operated and maintained by Sydney Trains or the Sydney Metro operator and will provide an improved access which is grade separated into the Sydney Yard for Sydney Trains and Sydney Metro operations. The project site is located mainly within the rail corridor near the Sydney Yard, beyond rail access gate at Regent Street, Sydney NSW, and 56-64 Regent Street including the adjacent footpath to Regent Street.

Once demolition is complete on Regent Street, there will be an additional access created to undertake the bridge construction works. At present this is limited to the landscaping and deck construction only and will eventually form part of the finished works. Access through adjacent properties was not approved.

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

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

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 has been undertaken to address the following:

1. Additional temporary construction area

The EIS and PIR identified the project construction area incorrectly, the area marked as the indicative area for construction should have encompassed the area from the Regent St demolition site through to the Sydney Yard. See Appendix C for the corrected construction area.

2. Vehicle access through the Go Gas Petrol Station located to the south of the Regent Street site. A negotiated agreement has been reached with the proprietors of Go Gas so as to proceed with Planning Approval. A gate is proposed to be constructed in the hoarding on the boundary with the Regent Street site and Go Gas.

Access by general construction traffic into Go Gas will be left in, left out. Segregation of pedestrians and cyclists from the site access point will not be feasible. Traffic control will be utilised to manage this interface. A traffic controller will be located at the entrance gate to the Regent Street site to direct trucks into the SYAB site and provide any direction to Go Gas customers as required. Where required traffic, pedestrians and cyclists will be held briefly to allow safe vehicle movements as per a Traffic Control Plan approved in accordance with the Traffic Management Plan.

3. Pedestrian Access through Mortuary Station

The EIS and PIR identified all access (pedestrian and traffic) to the SYAB construction site as being through the STA Bus Depot. This raised safety concerns for staff and an alternate was sought.

The alternate is to facilitate pedestrian access through Mortuary Station, Access will be gained via the pedestrian gate on Regent Street, which will be manned daily from 7am – 8am after which anyone wishing to access the site will need to do so by calling the LOR representatives number on the gate. When traversing through the Mortuary Station, people must remain on the designated pedestrian route, which will be defined by black rubber matting.

Associated ancillary activities including notifications, traffic control, environmental controls, site establishment; fencing/hoarding, etc. would be undertaken in accordance with the approved CEMP.

Timeframe

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

Access through Go Gas and Mortuary Station will be required for the duration of works through to February 2018.

Approved, standard working hours for the Project are as follows:

- 07.00 – 18.00 Monday to Friday
- 08.00 – 17.00 Saturdays
- No works Sundays or Public holidays

If out of hours works are required, the procedure detailed in the CEMP and CNVMP would be followed.

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.

1. Additional temporary construction area

Sydney Trains is the land owner and Sydney Metro have a construction lease of the area. This has been provided to Laing O'Rourke to facilitate the construction of the Sydney Yard Access Bridge.

The location of the additional land area is shown in Appendix C.

2. Vehicle access and parking

3. Temporary construction vehicle access is proposed through the Go Gas Petrol Station located to the south of the Regent Street site. Access is required through land owned by the proprietors of the Go Gas Petrol Station which is located at 66 Regent Street. The Go Gas Petrol Station is accessed from Regent Street, Chippendale. An access gate into the SYAB Regent Street site would be constructed in the hoarding located on the property boundary as indicated in Figure 1 Aerial view location of access gate from GoGas into SYAB site Appendix A.

4. Additionally GoGas has allowed for construction worker parking on their roof – subject to the agreement attached in Appendix A.

5. Pedestrian Access through Mortuary Station

Pedestrian only access has been granted from the property owner Sydney Trains through the Mortuary Station. A map showing the walkway alignment is shown in Appendix B.

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.

1. Additional temporary construction area

The land is existing railway corridor, it is a mix of road base, blue metal and aggregate. The site is between the existing Mortuary Tracks and Mortuary Station.

2. Temporary Construction Vehicle access and worker parking Go Gas Petrol Station.

The Go Gas Petrol Station has existing hardstand and stormwater system. The access gate will be located as indicated in the following photograph (the buildings have been demolished subsequent to the date of the photograph).

The roof area to be utilised for parking is an existing hardstand parking area.

3. Pedestrian Access through Mortuary Station

A designated walkway will be erected through the main station building and across the platform. The walkway identified with rubber matting, which will also act as a protection mat for the station floor/tiles. In the event that the tiled floors or any area needs to be cleaned, no chemical products or high pressure cleaning will be permitted, only soft nylon brushes will be used on the protected surfaces.

At the end of the walkway a scaffold access stairs (refer slide 10) will be installed, the first step of the scaffold stairs will cantilever over the nosings thus providing additional protection for the nosings.

Access is for pedestrian movement only. No deliveries or movement of equipment/material is to be undertaken through Mortuary Station. Small hand carry tool boxes are permitted, however no building materials, no trolleys, no wheeled tool boxes. This is due to the various steps and fragile nosings.

A dilapidation survey will be conducted on the access route prior to establishing the route

Regular monitoring and inspections of the access route will occur.

The site is listed on the NSW State Heritage Register—the highest level of heritage protection in NSW. Constructed in 1869. The fabric of the building is very fragile due to its age and exposure.

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.

1. Additional temporary construction area

The EIS and PIR showed the construction works area incorrectly. It would not have been possible to build the bridge as per the EIS indicative construction area as there was no area indicated around where the bridge will be. The justification for this change is to correct the EIS/PIR indicative drawing.

1. Temporary Construction Vehicle access and worker parking Go Gas Petrol Station.

Access via the Go Gas Petrol Station is required during rail possessions when access to the Regent site via the STA Bus depot and rail corridor is blocked with equipment and materials for the bridge construction.

The parking lease from GoGas allows for workers vehicles to be close to the construction works, without blocking the worksite or impacting on available street parking.

2. Pedestrian Access through Mortuary Station

Access through Mortuary Station is a result of safety concerns of pedestrians using the vehicle access way through the STA bus depot.

Environmental Benefit

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

1. Additional temporary construction area

No environmental benefit, it is correcting an error in the EIS/PIR indicative drawing.

1. Temporary Construction Vehicle access and worker parking Go Gas Petrol Station.

There would be a reduction in traffic noise experienced by residents at the rear of 54 Regent Street as there would be a reduction in construction vehicle movements via the rail corridor to the STA Bus Depot.

Additionally by securing a private car park lease agreement there is less strain on the street parking in the area as a result of the workers vehicles.

2. Pedestrian Access through Mortuary Station

No environmental benefit, it is a safety benefit.

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 revised incorporating additional control measures in addition to the identified measures in an existing CEMP.

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 impacts of climate change due to the location and proposed management measures.

Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No impact.	NA			
Water	No impact.	NA			
Air quality	No impact	NA			
Noise vibration	No impact	NA			
Indigenous heritage	There would be no additional impact to Indigenous heritage by utilising the temporary access ways. The increase to the construction area does not relate to an increase in the ground disturbing activities that would impact Indigenous Heritage.	As per the Control Measures described in this table, the CEMP and ECM, including unexpected finds protocol.	Y	Y	—

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-indigenous heritage	No impact for the GoGas entry, parking arrangement and the additional construction area. Mortuary Station is a State Heritage listed site. There is a potential for impact as a result of the temporary pedestrian access if no mitigation was applied.	As per the Control Measures described in the CEMP. Attached ST agreement Gate on Regent St to access Mortuary Station is to be locked when it is not manned. Carpet, rubber matting placed onto the walkway Protect the platform edges with stairs Monitoring for workers using the designated walkways only.	Y	Y	-
Community and stakeholder	The impacts of these works will be similar to those described in the EIS. Community notifications will be undertaken as per the existing Community Communications Strategy. In regards to the GoGas access agreement it is attached in Appendix A. In regards to the Sydney Trains approval for access through Mortuary Station the agreement is attached in Appendix B.	As per the Control Measures described in the CEMP and CCS.	Y	Y	-

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	The impacts of these works will be similar to those described in the EIS and Traffic Management Plan (TMP).	As per the Control Measures described in the TMP. The CTMP will be updated to include the new access and parking at Go Gas. In addition, a traffic controller will be stationed at the access gate into the Regent Street site who will be available to direct any Go Gas customers as required.	Y	Y	-
Waste	No impact.	NA	-	-	-
Social	No impact.	NA	-	-	-
Economic	No impact.	NA	-	-	-
Visual	No impact.	NA	-	-	-
Urban design	No impact.	NA	-	-	-
Geotechnical	No impact.	NA	-	-	-

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use	No impact.	NA	-	-	-
Climate Change	No impact.	NA	-	-	-
Risk	No additional risks identified with the application of the mitigation measures.	As above.	Y	Y	-
Other	No additional impacts.	NA	-	-	-
Management and mitigation measures	Additional traffic management and mitigation measures are required for construction of this change.	As per the Control Measures described the revised CTMP and existing CEMP.	Y	Y	-

Impact Assessment – Operation

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

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Water	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Air quality	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Noise vibration	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Indigenous heritage	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Non-indigenous heritage	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Community and stakeholder	No change to the operational impacts described in the EIS.	Not applicable	—	—	—

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Waste	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Social	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Economic	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Visual	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Urban design	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Geotechnical	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Land use	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Climate Change	No change to the operational impacts described in the EIS.	Not applicable	—	—	—



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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Risk	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Other	No change to the operational impacts described in the EIS.	Not applicable	—	—	—
Management and mitigation measures	No change to the operational impacts described in the EIS.	Not applicable	—	—	—



Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Syden ham.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No new environmental risks are outstanding. All risks would be adequately addressed through the application of the mitigation measures in the above tables.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.



Other Environmental Approvals

Identify all other approvals required for the project:

No additional approvals are required.

Author certification

To be completed by person preparing checklist.

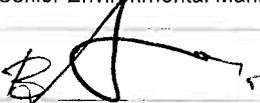
I certify that to the best of my knowledge this Consistency Checklist:			
<ul style="list-style-type: none"> Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information. 			
Name:	Nicole Williams	Signature:	
Title:	Planning Manager	Date:	31/08/17
Company:	TfNSW		

Environmental Representative Review

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

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.			
Name:	Annabelle Reyes	Signature:	
Title:	Environmental Representative	Date:	08/09/2017

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Ben Armstrong	Date:	18.9.17
Title:	Senior Environmental Manager	Comments:	Nil
Signature:			

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

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



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Endorsed by			
Name:	Fil Cerone	Date:	15/9/17
Title:	Principal Manager City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Appendix A

SYAB Vehicle Access



 Location of access gate

Figure 1 Aerial view location of access gate from GoGas into SYAB site



 Location of access gate

Figure 2 Street view location of access gate from GoGas – note that the building has since been demolished.

SYAB GoGas agreement

McCallum, Chris

From: Coleridge, Emelye
Sent: Monday, 4 September 2017 2:29 PM
To: McCallum, Chris
Subject: FW: Go Gas Parking / Access

FYI

From: Garrod, David [<mailto:David.Garrod2@transport.nsw.gov.au>]
Sent: Friday, 25 August 2017 9:26 AM
To: Coleridge, Emelye; Griffiths, Huw
Cc: Spice, Wayne; Garrard, Michael
Subject: Go Gas Parking / Access

Hi Emelye / Huw,

As discussed, Go Gas are in agreement with the below arrangements;

- 31 August – Truck to access TfNSW site via Go Gas site at circa midnight of 31 August to dawn of 1 September to drop off a piling rig and then leave again.
- 31 August & 1 September – Truck delivery of steel for Tower Crane Base at TfNSW site.
- 2 September – 5 x concrete trucks to deliver concrete to TfNSW site.
- 3 September – 5 x concrete trucks to deliver concrete to TfNSW site.
- Please note in regard to the above truck movements there will be no parking or restrictions to the Go Gas station.
- Regarding parking for some of our contractors on your roof we are proposing using the parking on the following dates at \$1,000 per weekend as follows;
 - 26-27 August - \$1,000
 - 2-3 September - \$1,000
 - 7-8 October - \$1,000
 - 21-22 October - \$1,000
 - 28-29 October - \$1,000

Can you please make contact with Go Gas leaseholder (Justin Jin - justin.jin@bigpond.com – 0403 217 836) to formalise the arrangements / invoicing etc and ensure that myself and Wayne Spice are copied into communications.

Regards,

David Garrod

A / Project Manager - Existing Network Enhancements
Sydney Metro City & South West (SYAB)
Sydney Metro Delivery Office
Transport for NSW

M: 0435 307 717 | **E:** david.garrodd2@transport.nsw.gov.au
Level 1, South Building, 22 Giffnock Avenue, Macquarie Park, NSW, 2113

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McCallum, Chris

From: Coleridge, Emelye
Sent: Monday, 4 September 2017 2:29 PM
To: McCallum, Chris
Subject: FW: Concrete Truck - Go Gas

FYI

From: Garrod, David [<mailto:David.Garrod2@transport.nsw.gov.au>]
Sent: Friday, 1 September 2017 2:01 PM
To: Justin Jin
Cc: Coleridge, Emelye
Subject: Concrete Truck - Go Gas

Justin,

Confirming our conversation just now that you have no objection to us bringing in concrete this afternoon via Go Gas.

- We will manage the traffic control element.
- We will ensure we minimise impact to the business
- We will ensure your fuel delivery this evening is not impacted

Also, we shall be collecting the keys for the roof parking later today so we can commence controlled parking in the early hours.

Thanks and regards,

David Garrod

A / Project Manager - Existing Network Enhancements
Sydney Metro City & South West (SYAB)
Sydney Metro Delivery Office
Transport for NSW

M: 0435 307 717 | **E:** david.garrod2@transport.nsw.gov.au
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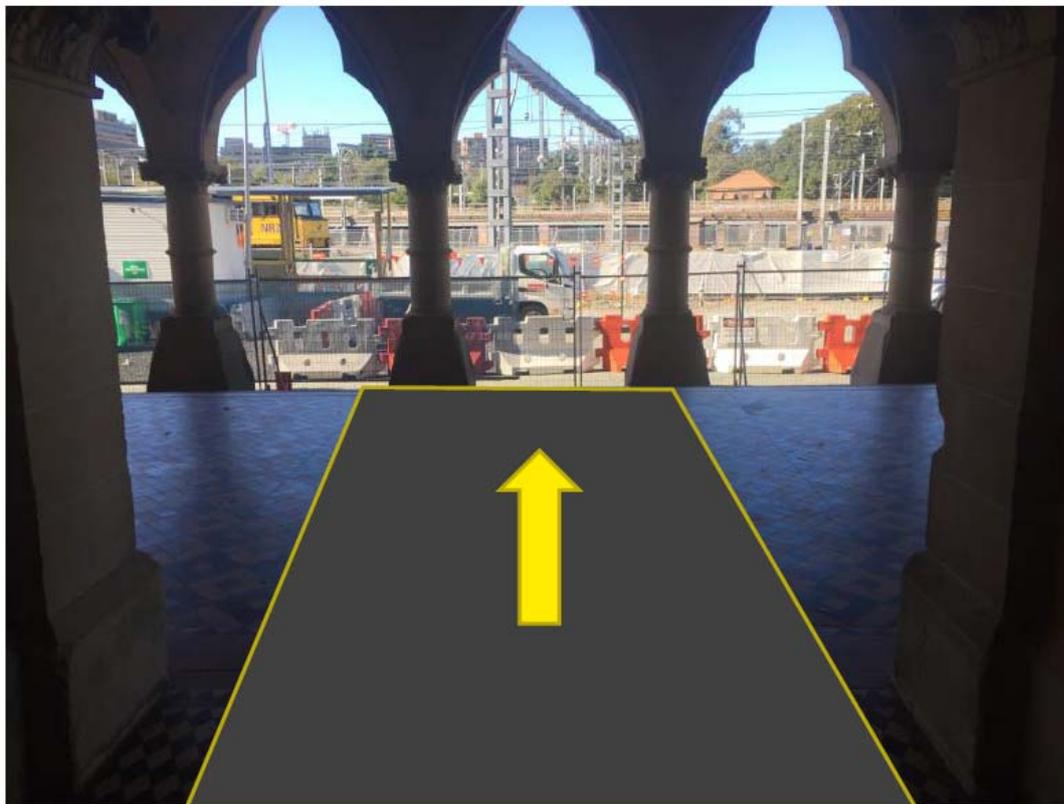
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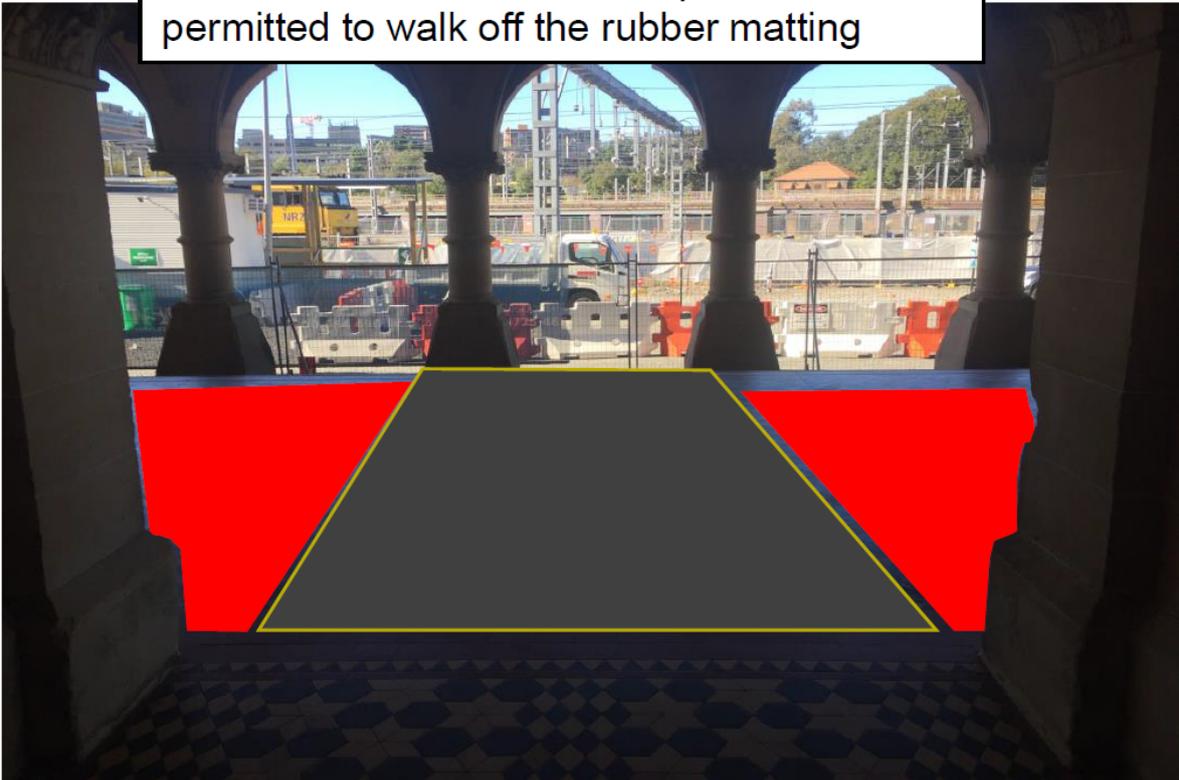
Appendix B

SYAB Pedestrian Access





Under no circumstances are pedestrians permitted to walk off the rubber matting



McCallum, Chris

From: Griffiths, Huw
Sent: Wednesday, 30 August 2017 8:31 PM
To: McCallum, Chris
Subject: FW: Mortuary Station Pedestrian Access

Please keep on file.

From: Shahbazi Dashti, Farshad [mailto:FARSHAD.DASHTI@transport.nsw.gov.au]
Sent: Tuesday, 29 August 2017 11:40 AM
To: Griffiths, Huw <HuwGriffiths@Laingorourke.com.au>
Cc: Garrod, David <David.Garrod2@transport.nsw.gov.au>; Coleridge, Emelye <EColeridge@laingorourke.com.au>; Cooney, Kay <KCooney@laingorourke.com.au>
Subject: RE: Mortuary Station Pedestrian Access

Huw,

Below e-mail from Steven Barry for your information regarding pedestrian access through Mortuary Station.

Please forward the additional condition assessment/dilapidation report carried out for the access route.

Kind Regards,

Farshad Shahbazi Dashti
Project Engineer - SYAB
Sydney Metro
Future Network Delivery
Sydney Trains

M 0429 824 351
E farshad.dashti@transport.nsw.gov.au

From: BARRY, STEVEN
Sent: Tuesday, 29 August 2017 9:39 AM
To: Shahbazi Dashti, Farshad
Subject: RE: Mortuary Station Pedestrian Access

Hi Farshad,

Following on from my site visit on 23 August I can confirm the access arrangements for pedestrian access have been implemented as proposed.

As detailed in the plan we anticipate periodic reporting on the arrangements by the Environmental Representative and resetting of the rubber matting when needed.

Please forward the additional condition assessment/dilapidation report that LOR committed to providing as soon as possible for our records.

I am on leave from today returning 25 September. If there is anything urgent that you need input on please contact Gretta (Gretta.Logue@transport.nsw.gov.au).

Regards,

Steven Barry
Heritage Specialist
Environment Division, SER

Sydney Trains

T 02 8922 0537 | M 0417 502 457
Level 4, 477 Pitt Street, Haymarket, NSW
steven.barry@transport.nsw.gov.au

www.sydneystains.info/about/heritage/

Who to contact in Sydney Trains heritage team:

- For all **Customer Service** projects please contact Chetan Shrestha: chetan.shrestha@transport.nsw.gov.au
- For all **Maintenance & Engineering** projects please contact Ian Berger: ian.berger@transport.nsw.gov.au
- For all **Sydney Metro** and **Future Network Delivery** projects please contact Steven Barry:
steven.barry@transport.nsw.gov.au
- For all **Future Direction, Growth & Performance, TfNSW** or **third-party** projects please contact Gretta Logue:
gretta.logue@transport.nsw.gov.au
- For all **Movable Heritage** and **S170 Register** enquiries please contact Amy Keighran:
amy.keighran@transport.nsw.gov.au



From: BARRY, STEVEN
Sent: Monday, 14 August 2017 4:20 PM
To: Shahbazi Dashti, Farshad
Cc: Garrard, Michael; Turner, Ron; Stephenson, Bruce BS
Subject: RE: Mortuary Station Pedestrian Access

Hi Farshad,

Thanks for forwarding the revised document.

If LOR are proposing to continue the rubber matting over the entire path including the stairs that isn't a problem, but it would be good to see how that is proposed to be resolved.

There are also proprietary systems of stair protection that I have used on previous projects. They range from dense cardboard products that would require ongoing occasional replacement, through to more dense plastics (eg. <http://www.protectagroup.com.au/shop/item/product-105>). Another alternative would be to box out the stair with a timber frame, over clad with plywood or similar. The weight of the timber could mean that it might be able to freestanding with no need for fixing, or it could be weighted etc, instead of mechanical fixing.

Regards,

Steven Barry
Heritage Specialist
Environment Division, SER
Sydney Trains

T 02 8922 0537 | M 0417 502 457
Level 4, 477 Pitt Street, Haymarket, NSW
steven.barry@transport.nsw.gov.au

www.sydneystains.info/about/heritage/

Who to contact in Sydney Trains heritage team:

- For all **Customer Service** projects please contact Chetan Shrestha: chetan.shrestha@transport.nsw.gov.au
- For all **Maintenance & Engineering** projects please contact Ian Berger: ian.berger@transport.nsw.gov.au

- For all **Sydney Metro** and **Future Network Delivery** projects please contact Steven Barry:
steven.barry@transport.nsw.gov.au
- For all **Future Direction, Growth & Performance, TfNSW** or **third-party** projects please contact Gretta Logue:
gretta.logue@transport.nsw.gov.au
- For all **Movable Heritage** and **S170 Register** enquiries please contact Amy Keighran:
amy.keighran@transport.nsw.gov.au



From: Shahbazi Dashti, Farshad
Sent: Monday, 14 August 2017 10:35 AM
To: BARRY, STEVEN
Cc: Garrard, Michael; Turner, Ron; Stephenson, Bruce BS
Subject: RE: Mortuary Station Pedestrian Access

Hi Steven,

Please refer to the below responses from LOR as well as the attached updated document to reflect your comments.

The outstanding concern would be in relation to the stair nosings on the Regent Street side of Mortuary Station. As mentioned by LOR the rubber matting will run the whole length of the pedestrian walkway.

Can you please advise if there is any particular protection methods as LOR don't want to create trip hazards on the steps & it is understood they cannot attach anything physical?

Kind Regards,

Farshad Shahbazi Dashti
Project Engineer - SYAB
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From: BARRY, STEVEN
Sent: Thursday, 10 August 2017 9:17 AM
To: Shahbazi Dashti, Farshad; Turner, Ron
Cc: Garrard, Michael; Stephenson, Bruce BS
Subject: RE: Mortuary Station Pedestrian Access

Farshad,

In addition to my previous comments I have reviewed the updated slideshow and 'Guidance Note' and provide the following feedback.

Slideshow

- Slide 5 – All references to 'access' should be updated to state 'pedestrian access' as previously agreed - **Updated**
- Slide 5, paragraph 3 – ..only soft nylon brushes will be used on the protected surfaces. Cleaning at the conclusion of the pedestrian access arrangements will be agreed in consultation with Sydney Trains Heritage. (add text in red) – **Added**

- Slide 5, paragraph 4 – this point needs to address the stair nosings on the Regent Street side of Mortuary Station. There are a set of two sandstone steps in order to get up to the platform tiled level. What protection is proposed for those stairs? - **The rubber matting will run the whole length of the pedestrian walkway, can you advise if there is any particular protection methods as we don't want to create trip hazards on the steps & we cannot attach anything physical??**
- Slide 5, paragraph 6 – the Dilapidation/condition survey has not been submitted as agreed. Has this been undertaken? If works are to commence tomorrow in setting up the temporary arrangements the condition survey needs to be undertaken prior as required by the project condition (Condition E58/59) – **Delap is scheduled for Tuesday 15/08/2017**
- Slide 5, paragraph 7 – Notes that regular monitoring is take place. Include note on how this will be reported/recorded? Ie through the Environmental Representative's inspections – **added by environmental rep**
- There is no mention of timeframes in the document – when will access no longer be required (according to the current program)? This should be included in the document – **added to paragraph one on slide 5**
- Also include note that there is to be no parking in Mortuary Station as agreed - **added to slide 5**

In addition to what is included in the document, I assume all previous advice regarding appropriate methods of temporary fixing have been conveyed to the contractor?

Bruce, is there any further input from FND?

If you have any questions please give me a call. I have a meeting from 9:30-11 but will be available after that.

Regards,

Steven Barry

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- For all **Maintenance & Engineering** projects please contact Ian Berger: ian.berger@transport.nsw.gov.au
- For all **Sydney Metro** and **Future Network Delivery** projects please contact Steven Barry: steven.barry@transport.nsw.gov.au
- For all **Future Direction, Growth & Performance, TfNSW** or **third-party** projects please contact Gretta Logue: gretta.logue@transport.nsw.gov.au
- For all **Movable Heritage** and **S170 Register** enquiries please contact Amy Keighran: amy.keighran@transport.nsw.gov.au



From: Shahbazi Dashti, Farshad
Sent: Wednesday, 9 August 2017 12:41 PM
To: BARRY, STEVEN; Turner, Ron

Cc: Garrard, Michael
Subject: FW: Mortuary Station Pedestrian Access

Gents,

Any comments on this? If acceptable please advise so we can engage LOR to make necessary arrangements for the pedestrian access through Mortuary Station.

As you know using the walkway at the STA bus depot has not been the safest option for access and we really need to arrange for this alternative access. Your early response is much appreciated.

Kind Regards,

Farshad Shahbazi Dashti

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From: Shahbazi Dashti, Farshad
Sent: Friday, 4 August 2017 3:08 PM
To: BARRY, STEVEN; Turner, Ron; Carroll, Grace
Cc: Garrod, David
Subject: Mortuary Station Pedestrian Access

Hi All,

Please find attached the updated presentation slides as well as the amended SYAB Construction Site Access Guide Note. Responses to comments are also provided below.

1. Slide 5 – the gate will be open from 7-8am. What does this mean? The gate is open and anyone can walk through and gain access to the building, construction site and rail corridor? Is this gate manned between those hours? Additional detail required? **During the hours of 7-8 LOR will have the gate manned at all times to allow workers to get into site. After 8am the gate will be locked & all access will require a person to call through where by a LOR rep will come to open the gate.**
2. Slide 8 – pedestrian movement barriers shown. Sydney Trains believes it was agreed that this wouldn't be necessary as all pedestrian movement would be escorted. This makes the access point very visual. – **slide updated with barriers removed.**
3. No mapping of exclusion areas. - **Slide updated to show exclusion zone**
4. No mention of protection for nosings etc. Extension of the rubber probably not sufficient. – **the scaffold access stairs will be cantilevered over the edge of the platform thus this will provide the protection for the nosings**
5. Safe working arrangements (pg. 4). It may not be necessary to put in the previous safe working arrangements as those possessions have passed - **Slide updated.**
6. RIW Free/PPE Free areas – will this need to be updated to reflect the new route? Currently the southern exit of veranda is where the RIW area comes into effect – but people will access through here when coming through Mortuary Station. – **we will extend the RIW area to the start of the pedestrian walkway to site – this will include updating the worksite protection plan**

Please advise if the updated documents and the above responses are now acceptable.

Kind Regards,

Farshad Shahbazi Dashti

Project Design Engineer
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Appendix C

SYAB Construction Area

