



Integrated Management System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Bligh Street Access
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	MP-ISD Contract
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Form information – do not alter

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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)):

SSI 15\_7400 Sydney Metro City & Southwest – Chatswood to Sydenham, as modified.

Modification 1 – Relocation of Victoria Cross northern services building, additional station entry and relocation of Artarmon Substation

Modification 2 – Central Walk

Modification 3 – Martin Place Metro Station

Modification 4 – Sydenham Station and Sydney Metro Trains Facility South

Modification 5 – Blues Point acoustic shed

Modification 6 – Administrative Changes

Modification 7 – Administrative Changes

### Date of determination:

SSI 15\_7400 – 9 January 2017

Mod 1 – 18 October 2017

Mod 2 – 21 December 2017

Mod 3 – 22 March 2018

Mod 4 – 13 December 2017

Mod 5 – 2 November 2018

Mod 6 – 21 February 2019

Mod 7 – 29 June 2020

### Type of planning approval:

Division 5.2 – Critical State Significant Infrastructure (CSSI)

### Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham (C2S) 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.

Chapter 7 of the C2S Environmental Impact Statement (EIS) provides an indicative construction program for Martin Place Station in Table 7-13 anticipating station excavation to take place between Q1 2018 and Q3 2019:

(Uncontrolled when printed)

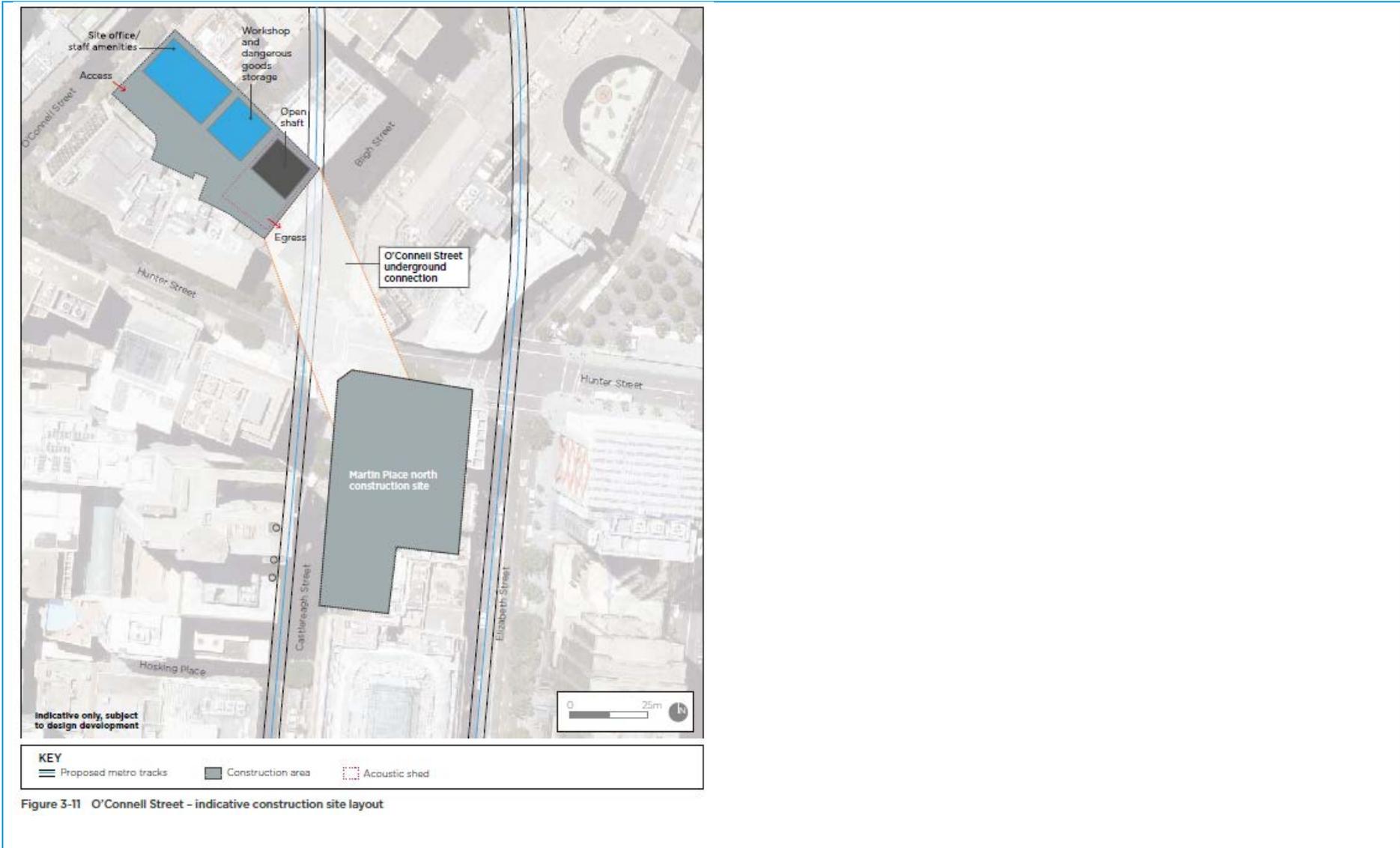
Table 7-13 Martin Place Station indicative construction program

Construction activity	Indicative construction timeframe																															
	2017				2018				2019				2020				2021				2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Enabling works and site establishment	●	—	—	●																												
Station excavation					●	—	—	—	—	—	—	●																				
TBM pass through station													●	—	●																	
Station structural works													●	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Station fit out																	●	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Station testing and commissioning																																

The EIS project description for Martin Place Station in Chapter 7.10.10 specifically outlines that “Spoil removal, and associated truck movements would load and unload from both Bligh Street and O’Connell Street, via Hunter Street to the Eastern Distributor”.

Further to the EIS assessment, an additional screening assessment was conducted and presented in the Submissions and Preferred Infrastructure Report (SPIR) in Table 3-9 evaluating the environmental impact of using the Bligh Street/O’Connell Street site for work associated with the excavation of the pedestrian link. An indicative construction site layout is provided on Figure 3-11 of the SPIR:

(Uncontrolled when printed)



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

Chatswood to Sydenham Environmental Impact Statement, May 2016

Chatswood to Sydenham Submissions and Preferred Infrastructure Report, October 2016

Chatswood to Sydenham Conditions of Approval, 9 January 2017, as modified

Modifications 1-7 Modification Reports and Submission Reports

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, modification reports, submission reports and the Infrastructure Approval, as modified.

## 2.0 Description of proposed development/activity/works

The proposed activity is to extend the use of the Bligh Street/O'Connell Street Site as a construction compound and access/egress point to support the Martin Place Station construction and other Sydney Metro works until March 2023.

The use of the construction compound will be up to 24 hours per day/7 days per week. Deliveries will be undertaken during Standard Working Hours, however additional deliveries may be undertaken outside of Standard Working Hours and will be subject to additional Out of Hours Works (OOHW) approvals or agreements.

## 3.0 Timeframe

The timeframe for the proposed activity would be extending until March 2023.

## 4.0 Site description

The Bligh Street/O'Connell Street Site is located at 33 Bligh Street, Sydney and has street frontages to Bligh Street and O'Connell Street. The site is owned by Ausgrid and is currently used as a construction compound and access/egress point to support the Martin Place Station construction. The site is also under investigation to be used as a potential station entry point and pedestrian link.

## 5.0 Site Environmental Characteristics

The site environmental characteristics of the Bligh Street/O'Connell Street Site have been described in Chapters 6&7 of the EIS and Chapter 3 of the SPIR. The site is located in an urban environment in the northern CBD of Sydney and is currently used as a construction site access and egress point.

## 6.0 Justification for the proposed works

Extending the use of the Bligh Street/O'Connell Street Site would allow to continue to provide a safe and appropriate access/egress point facilitating the construction of the Martin Place Station.

A number of alternative access options have been investigated for deliveries to the construction site, however the Bligh Street/O'Connell Street Site has been identified to provide the safest option with the least environmental impact and is also the most cost effective solution.

## 7.0 Environmental Benefit

The use of Bligh Street/O'Connell Street Site would be extended therefore eliminating the need to set up a new construction compound or using a more challenging access point to support the construction of the Martin Place Station, and consequently reducing the overall impact on the environment, in particular noise impact on sensitive receivers and traffic congestion in the Sydney CBD.

## 8.0 Control Measures

Will a project and site specific EMP be prepared? Yes (already existing)

Are appropriate control measures already identified in an existing EMP? Yes. The MP-ISD contractor would be responsible for the proposed works and would ensure appropriate control measures are included in their environmental management documents. The EHS and sub-plans have been prepared and approved by DPIE. A site specific Traffic Management Plan will be prepared and approved by the Sydney Coordination Office (SCO).

## 9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? No

If yes, what adaptation/mitigation measures will be incorporated into the design? Not applicable

## 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	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project, except extending the timeframe.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the approved project, except extending the timeframe.	No additional measures required.	Y	Y	
Traffic	The proposed activity would be extending the timeframe for the use of the site as an access and egress point, however there would be beneficial traffic impacts by reducing congestion specifically on Castlereagh, King and Elizabeth Streets.	No additional measures required. The existing TMP will be updated accordingly in consultation with the SCO.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures 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
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures 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 from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the approved project.	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	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 from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures required.	Y	Y	

## 12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a new metro station at Martin Place.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the construction elements of the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No new environmental impacts are expected as a result of the proposed works.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:	Not applicable
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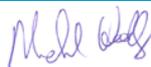
## Author certification

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"> <li>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</li> <li>Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.</li> </ul>			
Name:	Chris Berg	Signature:	
Title:	Environment Manager		
Company:	Sydney Metro	Date:	31/08/2020

## 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:	Michael Woolley	Signature:	
Title:	Environmental Representative	Date:	4 September 2020

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Ben Armstrong	Date:	8 September 2020
Title:	Senior Manager Environment	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:	9 September 2020
Title:	Director, City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			