



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Blues Point Restoration and Streetscaping
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
Assessment number:	TfNSW60
Type of assessment:	Assessment under EP&A Act 1979, Division 5.2
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Planning approval No. (where relevant):	SSI 15_7400
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1. Existing Approved Project

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

SSI_7400 Sydney Metro City & Southwest – Chatswood to Sydenham, as modified.
Modification 1 – Relocation of Victoria Cross northern services building, additional station entry and relocation of Artarmon Substation
Modification 2 – Central Walk
Modification 3 – Martin Place Metro Station
Modification 4 – Sydenham Station and Sydney Metro Trains Facility South
Modification 5 – Blues Point acoustic shed
Modification 6 – Administrative Changes
Modification 7 – Modify Condition E100
Modification 8 – Blues point Access Site
Modification 9 – Extension to standard construction hours

Date of determination:	SSI_7400 – 9 January 2017 Mod 1 – 18 October 2017 Mod 2 – 21 December 2017 Mod 3 – 22 March 2018 Mod 4 – 13 December 2017 Mod 5 – 2 November 2018 Mod 6 – 21 February 2019 Mod 7 – 24 June 2020 Mod 8 – 25 November 2020 Mod 9 – 30 June 2022	Type of planning approval:	Critical State Significant Infrastructure (CSSI)
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Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Chatswood to Sydenham Environmental Impact Statement, May 2016

Chatswood to Sydenham Submissions and Preferred Infrastructure Report, October 2016

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

Modifications 1-8 Modification Reports and Submission Reports

Consistency Assessment Blues Point temporary site – heavy vehicle movements (LW05 August 2021)

Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham (C2S) component of Sydney Metro City & Southwest (Approved Project) comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground metro platforms provided at Central Station.

This Consistency Assessment relates to streetscaping, and restoration works at Blues Point temporary site (the proposal). The approved project includes a temporary construction site at Blues Point including an acoustic shed to enable the retrieval of all elements of the tunnel boring machines launched from the Chatswood dive site and from Barangaroo. During retrieval of these components, this site would expand to encompass the current car parking on Blues Point Road adjacent to the reserve and the end of Blues Point Road. The Blues Point temporary site indicative layout is shown in Figure 1 (Figure 7-12 of the EIS).

Since the project and modifications were approved and now that the tunnel excavation works have been completed, the approved site rehabilitation activities at Blues Point site would commence after the completion of the tunnel fit out works from early 2022. The tunnel fit out works, as identified in Mod 8, to be undertaken from the Blues Point temporary site involve:

- Concrete pours to form the track slab and rail fastening
- Rail installation and fixing
- Cable and equipment installation
- Overhead traction power installation
- Other equipment installation including lighting (including emergency lighting), drainage, and fire and life safety systems (including walkways connecting to emergency egress and fire hydrant systems)

Modification 8 provided mitigation measures for Blues Point that state appropriate heritage interpretation would be incorporated into the design for the project in accordance with the NSW Heritage Manual, the NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines (August 2005), and the NSW Heritage Council's Heritage Interpretation Policy and that appropriate Aboriginal heritage interpretation would be incorporated into the design for the project in consultation with Aboriginal stakeholders.

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The proposal to commence site rehabilitation activities at Blues Point site were approved as part of Sydney Metro City and Southwest (Chatswood to Sydenham) Modification 8. However, no streetscaping works or heritage interpretation works were identified at this time.



Figure 1: Blues Point temporary site location and indicative layout

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

This Consistency Assessment relates to enhancements to some areas in and around the reserve, including streetscaping on Blues Point Road. The enhancements would include:

- Streetscaping works along Blues Point Road and Henry Lawson Avenue, which includes:
 - Implement heritage interpretation based on the archaeological findings and site and local history
 - Creation of a shared zone for use of both vehicles and pedestrians
 - Demolition of concrete surface of approximately 200mm depth along Blues Point Road, followed by excavation of about 300mm of subgrade material, followed by road resurfacing.
 - Installation of 'Rain Gardens' by removing 75mm of concrete footpath and excavation to a depth of up to 1.1m. Drainage installation and rain garden beds as part of the landscaping and to mitigate stormwater.
 - Footpath works along Henry Lawson Avenue which involves path widening and street light installation.
 - Electrical services to be installed across the subject area.
 - Additional seating.
- Closure of Blues Point Road south of Henry Lawson Drive for approximately 3-4 months from July 2022 to allow to carry out the streetscaping works
- Between July 2022 to Q4 2022 the eastern footpath on Blues Point Road and south of Henry Lawson Avenue will be closed and pedestrians will be diverted to the opposite footpath and the southern pedestrian footpath on Henry Lawson Drive adjacent to the site will be temporarily diverted behind a safety barrier and the eastern pedestrian footpath on Blues Point Road south of Henry Lawson Avenue will be diverted to existing parking areas.
- Implementation of heritage interpretation based on the archaeological findings and site and local history. Three interpretive signs would be implemented to interpret key themes relevant to the site, as well as a Toposcope and Sydney Metro Sign H7. The preferred material is Marine grade metal interpretive sign with text and images. Figure 2 shows the locations for interpretation at Henry Lawson Reserve.

Signage 1 Interpretive sign - Cammeraygal Country

Signage 2 Interpretive sign – Blues Point/Warungareeyuh

Signage 3 Interpretive sign - Wharf property

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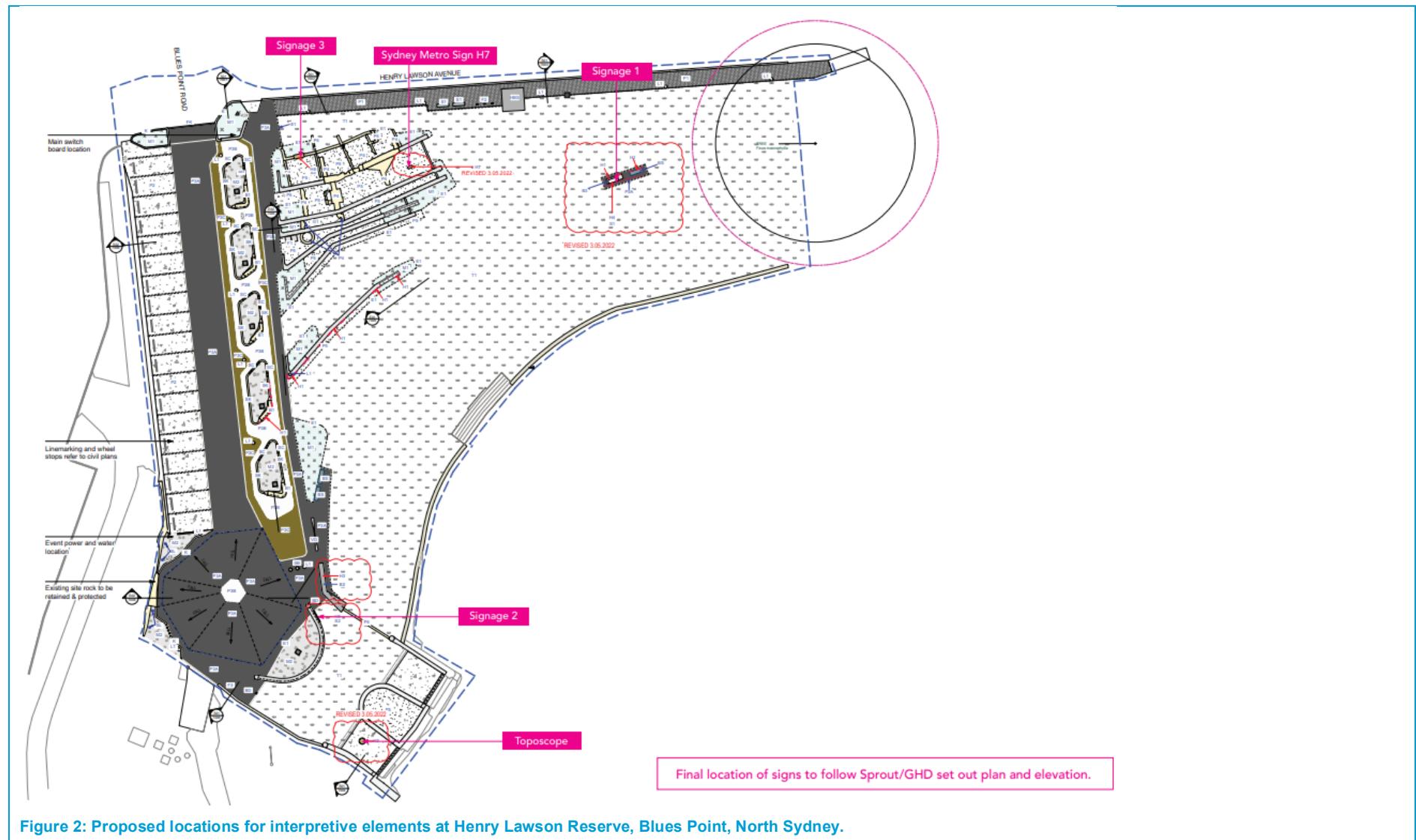


Figure 2: Proposed locations for interpretive elements at Henry Lawson Reserve, Blues Point, North Sydney.

Work would be carried out in stages to minimise community impacts and maintain as much access to the reserve as possible.

The first stage pedestrian access and council access would be relocated to the western side of Blues Point road and the works would include:

- Relocate fence line around heritage area (northern tip of park) for enabling works
- Blues Point Road – Rain garden and trenching for electrical utilities

The second stage pedestrian and council access would be maintained, and works would include:

- Blues Point Road - paving and enabling works continue
- Rain garden works continue
- Heritage precinct works commence
- Curved wall at the end of Blues Point Rd commences

The final stage pedestrian and council access relocated to allow for final construction of roundabout and works would include:

- Blues Point Road improvements completed
- Staged works around Henry Lawson Avenue footpath for improvements such as footpath widening and utilities completion
- Heritage works completed
- Grassed area at the end of Blues Point road completed

3. Timeframe

The proposal would commence early July 2022 and continue through to Q4 2022.

4. Site description

The Blues Point temporary site is located at the end of Blues Point Road, between McMahon's Point (east) and Blues Point (south), within the north-western boundary of Henry Lawson Reserve, adjacent to Henry Lawson Avenue (north) and Blues Point Road (west). The site covers an area of about 2,100 square metres within Henry Lawson Reserve. The site contains public open space and a public road. Figure 1 and 3 shows the site location.



Figure 3: Blues Point temporary site location

5. Site Environmental Characteristics

The proposal is located within the Buffer Zone of the World heritage listed Sydney Opera House and the views and vistas of the locally listed Blues Point Waterfront Group and Blues Point Tower. Part of Blues Point temporary site is also located within the McMahons Point South heritage conservation area.

Blues Point temporary site contains a number of listed heritage items and heritage conservation areas, including:

- Blues Point Waterfront Group
- North Sydney bus shelters
- House (3 Warung Street) and House (5 Warung Street)
- McMahons Point South Heritage Conservation Area

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- Sydney Opera House buffer zone – World Heritage List
- Blues Point tower

Blues Point temporary site has potential State Significant archaeology present relating to the ownership of the site by Billy Blue, wharfage and seawalls associated with his early ferry service, mid to late 19th century shipbuilding evidence, a potential dwelling and early 20th century development.

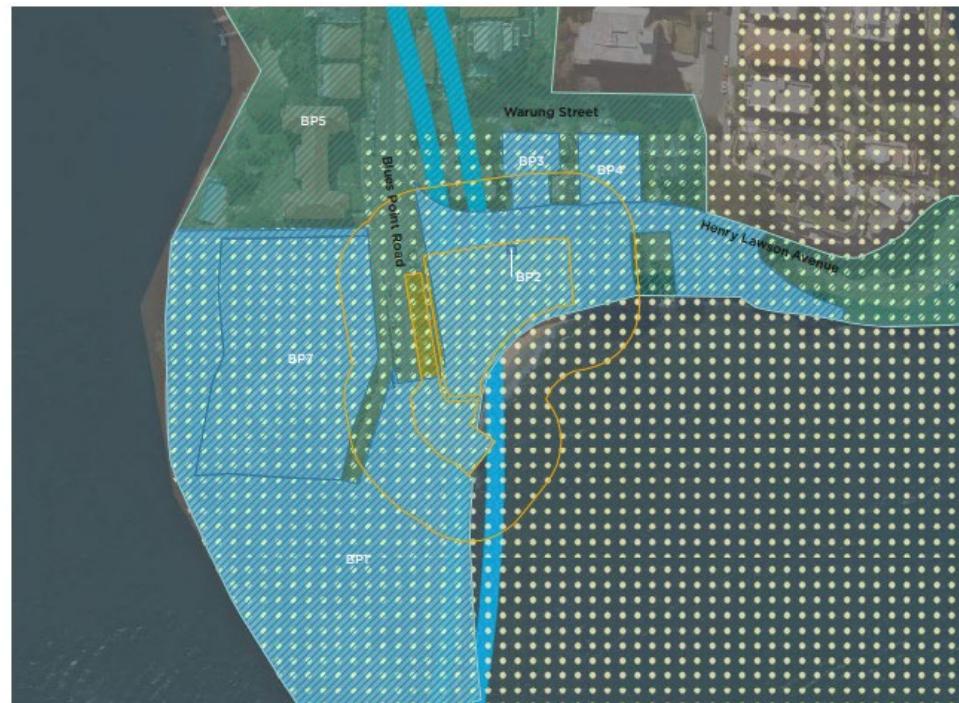


Figure 4: Blues Point temporary site – impacts on heritage items and conservation areas (Figure 14-4 of the EIS)

6. Justification for the proposed change

The proposal was developed in consultation with the North Sydney City Council as part of the Henry Lawson Reserve reinstatement works. Completing the streetscaping works in succession of the reserve reinstatement would avoid further community disruption at a later point in time and would improve the overall appeal of the reserve to visitors travelling down Blues Point Road to use the reserve for recreation.

7. Environmental Benefit

The proposal will assist in avoiding further community disruption that may occur if the works would be carried out at a later point in time, would improve the overall amenity of the reserve for visitors and residents, and will include installation of rain gardens to reduce runoff to Sydney Harbour.

8. Control Measures

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

Will the proposal be consistent with the conditions of approval?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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9. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	Y	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Soils and contamination	No change from the Approved Project.	No additional measures required.	Y	Y	
Air quality	Air quality impacts were assessed in Chapter 22 of the EIS. The proposal may result in temporary air quality impacts during construction of the streetscaping elements. However, any impact would be localised and managed in accordance with the Construction Environmental Management Plan (CEMP).	No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise and vibration	<p>Construction noise impacts were assessed in Chapter 10 of the EIS and Section 5.2 of the Modification 8 Report. The proposal will result in additional noise and vibration impacts associated with additional construction works along Blues Point Road and Henry Lawson Avenue which will be undertaken during Standard Hours.</p> <p>Sleep disturbance There will be no works carried Out of Hours, and there will be no sleep disturbance.</p> <p>Construction traffic Construction traffic is currently capped as per the EIS number which is 2 arrivals per hour during peak hours (7am to 9am; and 3pm to 6pm) and 4 arrivals per hour during non-peak hours (10am to 3pm).</p>	Works will be carried out in accordance with the approved CTMP, CNVMP, CNVIS and CNVIS addendum, and the SMCSNVS. No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Aboriginal heritage	<p>There is potential for Aboriginal objects to be identified in natural soil profiles at Blues Point. The Archaeological Method Statement (AMS) requires archaeological monitoring in areas of moderate Aboriginal archaeological potential. If natural soil profiles are identified, archaeological testing and salvage would be carried out. This is consistent with the impact assessed in the Aboriginal cultural heritage assessment report.</p>	<p>Work will be carried out in accordance with the AMS.</p>	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-Aboriginal heritage	<p>The proposal is within an area of low to moderate archaeological potential. There is therefore an impact to potential archaeological resources. The impact is consistent with that assessed in the EIS Technical Paper 4 which assessed a “minor to major impact on potential archaeological resources, dependent on the location and extent of the proposed excavation” (EIS Technical Paper 4 p107).</p> <p>The works include new landscape features including plantings, street furniture, kerbing and a low sculptural wall within the north-western portion of the Sydney Opera House buffer world heritage zone.</p> <p>The works are also within the southern portion of McMahons Point South Conservation Area, which is significant for its open space character and extensive views of the Harbour Bridge, North Sydney, Milsons Point, and the city.</p> <p>The new landscape elements are low in scale and located a substantial distance (approximately 1km) away from Sydney Opera house. No additional trees or tall vertical elements are proposed, meaning that existing views to and from the conservation area will be retained, and the landscaping would not be visible in views to and from the Sydney Opera House.</p> <p>The proposed landscape response is appropriate to the existing landscape character of the conservation area.</p> <p>The works would result in a negligible impact to the Opera House buffer zone and McMahons Point South Conservation Area, which is consistent with the assessment provided in the EIS.</p>	Work will be carried out in accordance with the AMS.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and socio-economic	The proposal is expected to result in noise, vibration, traffic and parking impacts to the surrounding community and stakeholders. However, the extent of these impacts are considered to be consistent with the Approved Project and are managed in accordance with CoAs and REMMs, including the CEMP and the SMCSNVS, as well as the revised CTMP, addendum CNVIS and CNVMP. Community consultation regarding the proposal is ongoing.	<ul style="list-style-type: none"> 1. Monthly notification 2. Weekly tailored EDM (electronic direct mail) 3. Toolbox will be delivered by Community Stakeholder Manager, highlighting expected worker behaviour 4. Doorknock planned for Thursday 7 July 2022 (weather permitting) 5. Direct phone calls to sensitive stakeholders 	Y	Y	
Traffic and transport	<p>Construction traffic impacts associated with the backfilling of the shaft were assessed in Chapter 8 of the EIS. The proposal will result in traffic impacts associated with the proposed streetscaping works, however these are relatively minor in comparison to the impacts assessed in the EIS.</p> <p>Access to private property will be maintained during the works.</p> <p>The footpath near the site on the eastern side of Blues Point Road will be closed and pedestrians will be diverted to the opposite footpath during the proposed closure of Blues Point Road south of Henry Lawson Avenue. The pedestrian path on Henry Lawson Avenue will be temporarily diverted onto Henry Lawson Avenue behind a safety barrier.</p> <p>Vehicle parking in the southern end of Blues Point Road will temporarily be unavailable during construction. This results in the loss of about 27 public street car parking spaces is temporary only, and impacts will be managed in accordance with the CEMP and CTMP.</p>	<p>Additional mitigation measures identified in the revised CTMP are to be implemented.</p> <p>Community team have proactively informed the community of temporary parking losses with no adverse reaction. Further, the residents have been informed via:</p> <ul style="list-style-type: none"> 1. Monthly notification 2. Weekly tailored EDM (electronic direct mail) 4. Doorknock planned for Thursday 7 July 2022 (weather permitting) 5. Direct phone calls to sensitive stakeholders 	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste and resource	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	
Land use and property	Visual impacts were assessed in Chapter 16 of the EIS. The proposal may result in some visual impacts associated with the additional vehicle movements, closure of Blues Point Road south of Henry Lawson Avenue and pedestrian diversions. However, the visual impacts would be temporary only and considered to be a negligible change from the Approved Project.	No additional measures required.	Y	Y	
Hazard and 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	

10. Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	Y	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Soils and contamination	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 and vibration	No change from the Approved Project.	No additional measures required.	Y	Y	
Aboriginal heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Community and socio-economic	No change from the Approved Project.	No additional measures required.	Y	Y	
Traffic and transport	No change from the Approved Project.	No additional measures required.	Y	Y	
Waste and resource management	No change from the Approved Project.	No additional measures required.	Y	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual and urban design	Streetscaping works would improve the amenity and access of the area, helping return an improved area to council and the local community. The addition of heritage interpretation signage would provide insight based on the archaeological findings and site and local history.	No additional measures required.	Y	Y	
Land use and property	No change from the Approved Project.	No additional measures required.	Y	Y	
Hazard and 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	

11. Consistency with the Approved Project

Question	Consider the following:
Is the project as modified consistent with the conditions of approval?	Would carrying out the proposed change not result in any conflict with the conditions of approval? Yes. The proposed works would be consistent with the conditions of approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the elements of the approved project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The proposed works would not result in any changes to environmental impacts as assessed in the project approval.
Is the change within the envelope of what has been approved?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project and the environmental impacts been adequately assessed.
Are there any new environmental impacts as a result of the proposed works/project changes?	All risks would be adequately addressed through the application of the mitigation measures in the above tables. There would be no new environmental risks as a result of the proposed works.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood and will be accounted for by implementing the control measures within this document, and relevant plans. The CTMP and the CNVIS have been updated to cover the Streetscaping works.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

12. Other Environmental Approvals

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

Based on the above impact assessment, and with reference to the EIS, SPIR, Modification Reports and Submission Reports, including the conditions of approval, it is recommended that:

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

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**Author certification**

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Isabella Caruso	Signature:	
Title:	Planning Officer		
Company:	Sydney Metro	Date:	7 July 2022

Environmental Representative Review

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

Name:	Jo Robertson for Swathi Gowda	Signature:	
Title:	Principal Environmental Consultant	Date:	7 July 2022

Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	07/07/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

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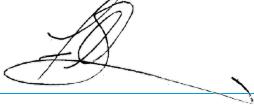
Assessment Endorsement

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

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

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

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

Endorsed by			
Name:	Fil Cerone	Date:	8 July 2022
Title:	Director, City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

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Appendix A – Streetscaping Works



Appendix B – Electrical Works

