



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

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

1.0 Existing Approved Project

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

Sydney Metro City and Southwest Chatswood to Sydenham Conditions of Approval (SSI 15_7400) as modified.
Modification 1 – Relocation of Victoria Cross northern services building. Additional station entry and relocation of Artarmon Substation (SSI Mod 1).
Modification 2 – Central Walk – Sydney Metro City and Southwest – Chatswood to Sydenham (SSI Mod 2).
Modification 3 – Martin Place Metro Station - Sydney Metro City and Southwest – Chatswood to Sydenham (SSI Mod 3).
Modification 4 – Sydenham Station and Metro Facility South – Chatswood to Sydenham (SSI Mod 4).
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:

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.

Section 7.10.9 of the Environmental Impact Statement (EIS) identified and assessed the location of construction sites at Central Station.

SSI Mod 2: Given the modifications that have been approved, the Chatswood to Sydenham component of Sydney Metro City and Southwest SSI is now approved to operate to Sydenham Station and includes the upgrade of Sydenham Station and the delivery of Central Walk. The Central Station Main (CSM) works are a major element of the Sydney Metro City and Southwest project, which include the construction of a new metro station underneath Central Station's existing heavy-rail platforms 13, 14 and 15, work to the existing Central Station and Central Walk, which includes a new eastern entrance and concourse running below the suburban rail platforms (existing platforms 16 to 23).

A new Northern Concourse will provide a new surface level interchange concourse linking the Metro to Suburban and Intercity Platforms as well as providing a new entrance for Central and extension to the Main Concourse to create an integrated and generous concourse commensurate with the status of Central Railway Station as the largest railway station and transport interchange in NSW.

The modified canopy design and associated removal of raked roof and bridging structures at the northern end of Platforms 8/9 and 10 was not identified or assessed in the EIS or the SSI Mod 2.

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 dated October 2016

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

2.0 Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Environmental Consistency Assessment has been prepared to address the removal of raked roof and bridging structures including supporting columns at the northern end of Platforms 8/9 and 10, followed by the construction of an arched steel canopy, which is for the purpose of improved heritage interfaces and visibility to key elements of Central Station.

The ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities / authorities, wastes generated will be similar to the approved scope of work. It is not anticipated that hazardous substances/dangerous goods will be used.

Associated activities including notifications, environmental controls, site establishment and fencing and hoarding would be undertaken in accordance with the Revised Environmental Management Measures (REMM) in the Preferred Infrastructure Report, the Conditions of Approval (CoA) and an Environmental Control Map (ECM) that will be developed for the proposed works.

3.0 Timeframe

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

Construction of the works, including the installation of temporary works such as Class B hoarding will commence in the first quarter of 2020 and would take approximately three months to complete.

All of the works in this assessment would form part of the construction of the CSM Works. Approved, standard working hours for the Project are as follows:

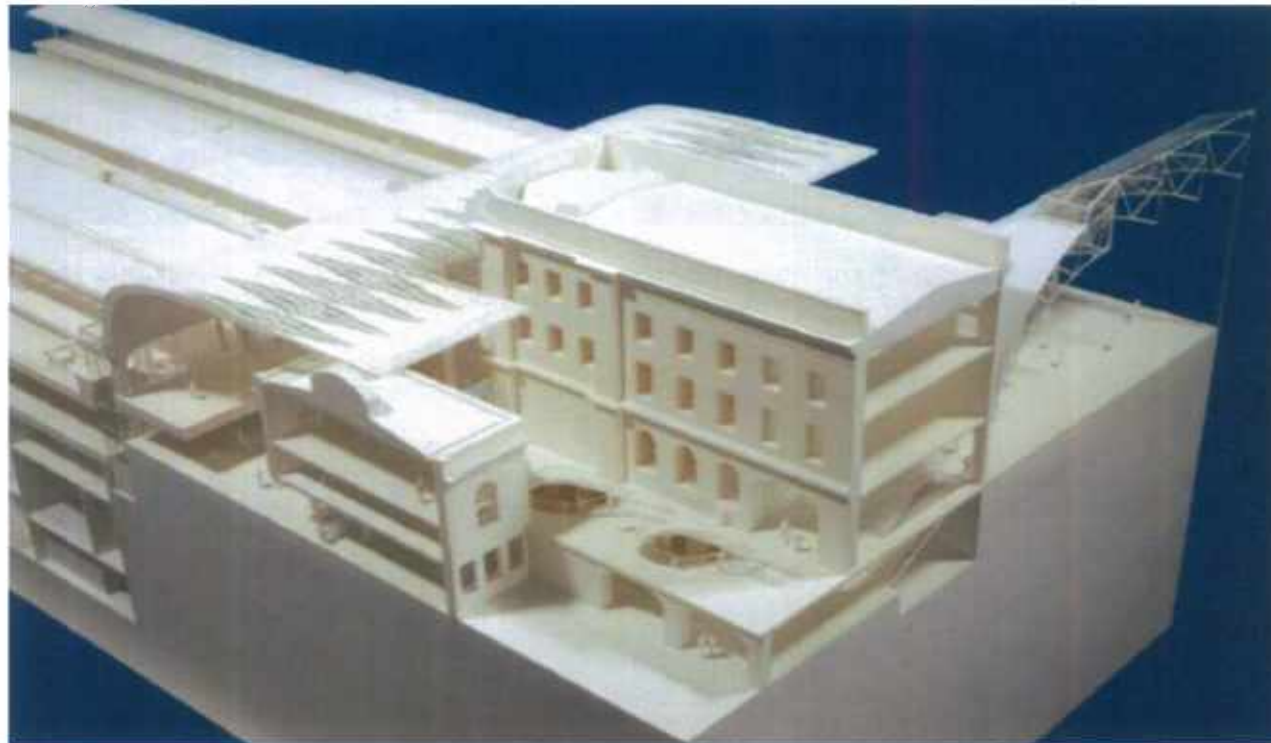
- 0700 – 1800 Monday to Friday
- 0800 – 1300 Saturdays
- No works Sundays or Public holidays

Works to be undertaken in standard construction hours. Any out of hours' work will be subject to separate assessment/ approval, and in accordance with the LOR CSM EPL21148.

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.

The site is owned by RailCorp and located on Lot 118 of Deposited Plan 1078271. The fabric specifically affected comprises the raked beams, bridging structures and the temporary works including the Class B hoardings at the northern end of Platforms 8/9 and 10/11 within the Central Station Precinct, the footprint of which is identified below. Refer to Item 2, Section 3.2 of the Stage 3 HIA for full detail of the single vault structure as well as the indicative extent of the new canopy designs over this proposed work area.



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.

The site is a built up environment located within the state heritage listed Sydney Terminal and Central Railway Stations Group (01255), on Eddy Avenue, Sydney. The area comprises a major thoroughfare for pedestrian traffic moving through Central Station.

The Sydney Terminal precinct includes the Main Terminus building with its Main Concourse and the Intercity Platforms situated behind the Main Concourse, with a covered platform access area situated in between. The built fabric is characterized by brick and sandstone masonry buildings and associated shelters constructed with iron trusses supported on iron columns. The floor of the Main Concourse is constructed of mass concrete held up by a brick vaulted support system on wrought iron beams, spanning between brick piers at basement level, and is finished with terrazzo paving. The adjacent platform access area is finished with brick floor pavers.

There are no waterways or vegetation within 50 meters of the site.

See photographs in Appendix A.

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.

During the early stages of design development, a notable change from the original design concept was the decision to raise the northern edge of the new canopy, effectively establishing a single vaulted roof (Section 3.2 of the NC HIA). The driver of the change was consideration for improved heritage interfaces and visibility to key elements that define the character of Central Station, including the Main Concourse vaulted roof, the Clock Tower and the Main Terminus East Wing.

resultant positive heritage impacts are manifold as the change facilitates:

- Increased glazing on the west side, with raised roof edge enhancing views to the Clock Tower;
- Glazing to the northern edge and views through to the Main Concourse Roof, including enhanced presentation of curved lattice fringe;
- Natural light into the space, which is currently gloomy;
- Rationalisation of the current presentation in this area, including cluttered arrangement of early structures and services accretions;
- Enhanced presentation of the East Wing

Through Heritage Working Group and Design Review Panel processes, consultation has been undertaken with a range of stakeholders who are supportive of the direction of design development for the new Northern Concourse canopy.

Refer to attached Heritage Impact Assessment (Appendix B).

The DRP has supported the design changes. Comments can be seen on Page 2 of the HWG 03 – Attached in Appendix E.

7.0 Environmental Benefit

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

As addressed in the attached Heritage Impact Assessment (Appendix B), the proposed works will allow for greater natural lighting into the Northern Concourse area, in addition to facilitating more efficient movement of foot traffic and equipment within the site area.

8.0 Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

There are no additional control measure required to those identified in the current 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?

The proposed single vaulted roof has been designed with slope suitable to address hailstorm considerations in order to handle storms of increased intensity associated with climate change. Relative to the approved design, the proposed works are unlikely to be adversely affected by impacts of climate change.

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 flora and fauna will be impacted by the design changes and removal of the existing structures.	Not applicable	Y	Y	
Water	As the proposal involves partial removal of roof structures and nominated columns which act as channels for downpipes, the work will require storm water management which will be similar to the management provisions to be implemented for removal of other existing canopies in the Northern Concourse area as approved.	No additional mitigation is required.	Y	Y	
Air quality	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required.	Y	Y	
Noise vibration	The nature of noise and vibration impacts will be similar to those described in the SSI EIS, and consistent with those assessed in Scenario 34 of the CNVIS Rev 05. T	No additional mitigation is required.	Y	Y	
Indigenous heritage	No change to impacts as described in the Approved Project.	Not applicable	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-indigenous heritage	The proposed works will involve the permanent removal of heritage fabric, consisting of raked roof and bridging structures at the northern end of Platforms 8/9 and 10/11 and the installation of a new steel canopy structure. The removal of the nominated bridging structures and platform access area roof within the Northern Concourse will have moderate heritage impact associated with the removal of original structure. The impact of this will be mitigated by the positive outcomes associated with the work and associated mitigation strategies. The impact of these works on Non-indigenous heritage is discussed at length in the attached Heritage Impact Assessment. See Appendix B.	Temporary protection measures for retained heritage fabric will be implemented in accordance with the requirements of CAS-C Temporary Protection of Retained Elements – in Appendix C. Works will be implemented in accordance with CAS-E Northern Concourse Enabling Work – in Appendix D. Further control measures will be implemented as per the Stage 3 HIA in Appendix B.	N	Y	
Community and stakeholder	No change to impacts as described in the Approved Project.	Not applicable	Y	Y	
Traffic	No change to the operational impacts described in the Approved Project.	Not applicable	Y	Y	
Waste	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required.	Y	Y	
Social	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required.	Y	Y	
Economic	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required.	Y	Y	

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
Visual	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required.	Y	Y	
Urban design	The impacts of these works will be similar to those described in Approved Project.	No additional mitigation is required.	Y	Y	
Geotechnical	No additional geotechnical investigations are proposed.	Not applicable	Y	Y	
Land use	No change to impacts as described in the Approved Project.	Not applicable	Y	Y	
Climate Change	There would be no climate change related impacts.	No additional mitigation is required.	Y	Y	
Risk	The environmental risks of this work will be similar to those described in the Approved Project.	Mitigation measures similar to as required for Approved project will be applied to the additional area of works.	Y	Y	
Other	No change to impacts as described in the Approved Project.	Not applicable	Y	Y	
Management and mitigation measures	Additional management and mitigation is required to protect heritage items in the vicinity of proposed works and to salvage nominated heritage items proposed for removal.	Temporary protection measures for retained heritage fabric will be implemented in accordance with the requirements of CAS-C Temporary Protection of Retained Elements. Works must be implemented in accordance with CAS-E Northern Concourse Enabling Work. Salvage items from the Northern Concourse in accordance with the updated Sydney Metro Salvage Register 190718, TB SMCSWCSM-LOR-SMC-EM-REG-005888	Y	Y	

11.0 Impact Assessment – Operation

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

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are to be implemented	Y	Y	
Water	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Air quality	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Noise vibration	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Indigenous heritage	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Non-indigenous heritage	The proposed works will involve the permanent removal of heritage fabric, including 3 cast iron columns at the northern end of Platforms 8/9 and 10. This will enhance pedestrian movement through the site, including from the Main Concourse and Metro Station and improve the operational efficiency of this high traffic area.	As described above, control measures will be implemented at construction stage. No additional mitigation measures are proposed at operational stage.	N	Y	
Community and stakeholder	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Traffic	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	

(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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Social	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Economic	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Visual	When compared with the approved project, the visual impact of the proposed works is positive. The single vaulted design is designed to enhance the visual relationships with the existing heritage fabric of the station.	No additional mitigation measures are proposed.	Y	Y	
Urban design	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Geotechnical	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Land use	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Climate Change	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Risk	No change to the operational impacts described in the Approved Project.	No additional mitigation measures are proposed.	Y	Y	
Other	N/A	N/A	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
Management and mitigation measures	The proposed works will involve the permanent removal of heritage fabric at the northern end of Platforms 8/9 and 10.	As described above, control measures will be implemented at construction stage. No additional mitigation measures are proposed at operational stage.	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 Approved Project would continue to provide a new metro line between Chatswood and Sydenham, within the Central Station precinct. The proposed works provided for a new Northern Concourse, involving removal of nominated heritage fabric now proposed over a small additional area.</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 will assist the Approved Project to achieve its objectives and functions.</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 are consistent with the objectives and functions of the Northern Concourse area within the Approved Project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>Yes. There will be a minor increase in removal of heritage fabric localised at the northern end of Platforms 8/9 and 10. The nature of impacts are consistent with the broad scope of approved demolition work and appropriate mitigation and management measures have been documented (refer Appendix B).</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The HIA submitted with the EIS identified that there would be impacts associated with demolition of significant fabric at Central Station (refer Technical Paper 4, p.211, and Mod 2, Appendix E, p. 3). The EIS also acknowledged that design of the Northern Canopy was subject to further development (refer EIS Chapter 6, p. 164) and the demolition works subject of this Consistency Assessment are the result of detailed design resolution of the approved scope of work.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are known and understood. Detailed site plans and construction methodologies will be in place to outline the proposed works and specialist reports have been prepared to assess the impacts and to guide the works, including the attached Heritage Impact Assessment (Appendix B) and CAS-E Northern Concourse Enabling Work.</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, appropriate management and mitigation strategies will be implemented to minimise the impact. The removal of the nominated bridging structures and platform access area roof within the Northern Concourse, and installation of a new steel canopy will have moderate heritage impact associated with the removal of the original structure. The impact of this will be mitigated by the positive outcomes associated with the work and the salvage of nominated components for potential reuse in the future. The heritage impact of the work is further mitigated by the retention of similar elements</p>



within the station, including bridging structures to the west of Platform 8 and the ironwork of the awning structure at the western entrance, in addition to archival photographic recording of the area. The impacts would not adversely affect the heritage significance of Central Station overall or its primary elements. Refer to attached Heritage Impact Assessment (Appendix B). The relevant conditions of approval, revised environmental management measures and control measures identified in this assessment would be implemented before and during the proposed works to ensure they do not have an adverse impact on the surrounding environment.


13.0 Other Environmental Approvals

Identify all other approvals required for the project:

Out of hours works approval.


Author certification

To be completed by person preparing checklist.

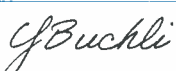
<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <ul style="list-style-type: none"> Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information. 			
Name:	Hussain Nilar	Signature:	
Title:	Environmental Advisor		
Company:	Laing O'Rourke	Date:	18/10/2019

Environmental Representative Review

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

<p>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.</p>			
Name:	Alberto Paludetto	Signature:	
Title:	Environ. Representative		
		Date:	18/10/19

This section is for Sydney Metro only.

<p>Application supported and submitted by</p>			
Name:	Yvette Buchli	Date:	18/10/19
Title:	Planning Approvals Manager	Comments:	
Signature:			

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

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



Endorsed by			
Name:	<i>FIL CERONE</i>	Date:	<i>29/10/19</i>
Title:	Principal Manager <i>DIRECTOR</i> Northwest City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			

Appendix A



Figure 1: Platform access area between the Main Concourse and Intercity Platforms showing bridging structure at the northern end of Platforms 8/9.



Figure 2: Detail view of truss structure of platform access area roof adjacent to the East Wing of the Main Terminus.



Appendix B Heritage Impact Assessment NC

Appendix C – CAS – C Temporary Protection of Retained Elements.

Appendix D – CAS-E Northern Concourse Enabling Works

Appendix E – HWG 03 – 06.08.2018

