



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Blues Point temporary site – heavy vehicle movements
Prepared by:	R Gardner (SM)
Prepared for:	Sydney Metro
Assessment number:	LW05
Status:	Final
Version:	A
Planning approval:	SSI_7400
Date required:	August 2021
iCentral number:	SM-21-00273373
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Applicable to:	Sydney Metro
Document Owner:	Director, Environment, Sustainability & Planning
System Owner:	Deputy Chief Executive, Operations, Customer & Place-making
Status:	Final
Version:	3.0
Date of issue:	27 November 2020
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

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

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

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.

Section 7.10.5 of the EIS identified that Blues Point temporary site would be established to enable the retrieval of the cutter heads and shields of the tunnel boring machines from the Chatswood dive site and from Barangaroo. The Blues Point temporary site indicative layout is shown in Figure 1 (Figure 7-12 of the EIS).

Chapter 8 and Technical Paper 1 of the EIS identified the following heavy vehicle movements per hour during shaft backfilling works on the site:

- 0700h – 1000h – 2 heavy vehicle movements
- 1000h – 1500h – 4 heavy vehicle movements
- 1500h – 1800h – 2 heavy vehicle movements
- 1800h – 2200h – no heavy vehicle movements
- 2200hr – 0700h – no heavy vehicle movements (and this is reinforced by Condition of Approval (CoA) E48.2)

Section 7.11.10 of the Environmental Impact Statement (EIS) identified the indicative plant and equipment to be used at each construction site, and this included the use of mobile cranes at the Blues Point temporary site.

Modification 8 involved the following changes at the Blues Point temporary site:

- Use of the site as the primary access point to fit out the under-harbour section of the rail tunnels between Victoria Cross and Barangaroo
- Continued use of the existing acoustic shed for up to an additional 12 months, with the shed to be removed prior to the Christmas/New Year's period in 2021/2022.

Section 4 of Mod 8 identified that the proposal would also involve the use of a gantry crane inside the acoustic shed to lower materials from the shaft into the tunnels below to support the tunnel fitout works. The Approved Project also included out of hours (including evening and night time) work for the delivery of materials into the site, with a small logistics crew working in the shed to unload deliveries to be ready for the following day shift.



Figure 1: Blues Point temporary site location and indicative layout

2. 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 Consistency Assessment relates to:

- an increase in heavy vehicles movements during backfilling of the shaft, from 2 heavy vehicle movements between 0700h – 1000h and 1300 -1800h, 4 heavy vehicle movements between 1000h – 1500h and no heavy vehicle movements between 1800h – 0700h, to 10 per hour between 0700h and 2200h
- closure of Blues Point Road south of Henry Lawson Drive for approximately 3 months from August 2021, and use of this area for heavy vehicle turning area, storage laydown, office and welfare (see Appendix A)
- bus stop located outside of the Blues Point temporary site on Henry Lawson Avenue to temporarily relocated about 20 metres east (see Appendix B)
- Between about August 2021 to November 2021 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 (see Appendix A). Between about November 2021 and December 2021 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 (see Appendix B)
- continued use of a mobile crane (in and outside of the acoustic shed) to deliver material into the tunnels for tunnel fitout works into the evening period (1800h to 2200h) and for contingency between 2200h and 2400h (in accordance with EPL 21423).

The proposal is from August 2021 to the end of March 2022.

Section 7.10 of the EIS describes the Blues Point temporary site as an area covering about 2,100 square metres within Blues Point Reserve, at the end of Blues Point Road. The site contains public open space and a public road. Figure 1 and 2 shows the site location.

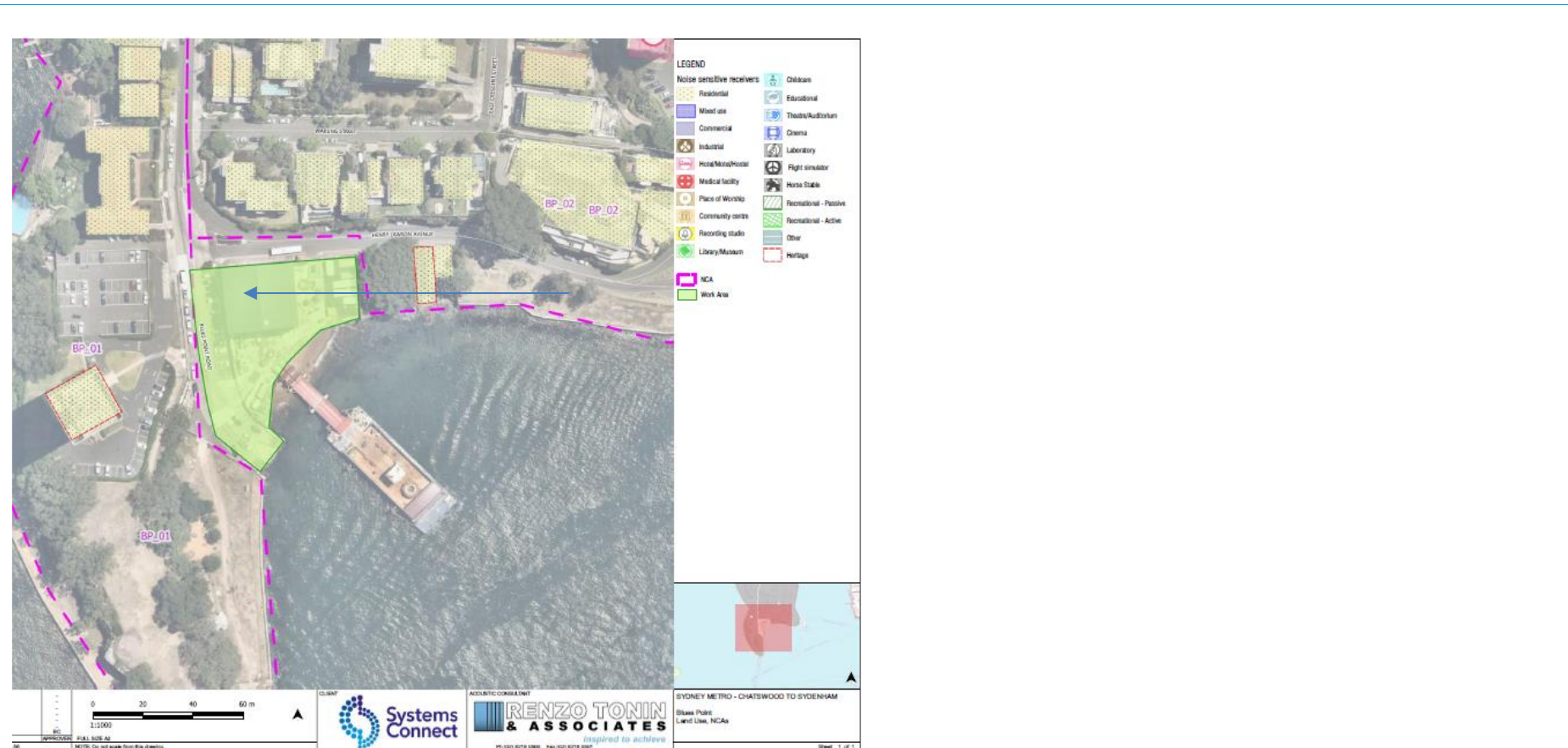


Figure 2: Blues Point temporary site location

5. Site Environmental Characteristics

The proposed works relate to the Blues Point temporary site – refer to the EIS for a description of the existing environment.

6. Justification for the proposed works

If additional heavy vehicle movements and extended operating hours of the mobile crane do not go ahead, this would extend the duration of the tunnel fitout and shaft backfilling works, and therefore impact on when the site could be handed back as public open space.

The closure of Blues Point Road south of Henry Lawson Avenue is required to provide additional space for manoeuvring of up to 10 heavy vehicles per hour in and out of the site, which without the closure presents a safety risk to pedestrians and road users. The closed road will also provide additional area for marshalling the heavy vehicles and storage of additional materials associated with the tunnel fit out and shaft backfilling works (and these works are required to be completed in December 2021 to meet the program for handing over the site as public open space). The pedestrian diversions and bus stop relocation is required for the safety of pedestrians and bus users away from construction works and also for ease of movement of heavy vehicles and equipment in and out of the site.

The proposal will assist in achieving hand back of the site as public open space in March 2022.

The proposal will be undertaken in accordance with existing CoAs and mitigation measures as well as the Construction Traffic Management Plan (CTMP) and Construction Noise and Vibration Impact Statement (CNVIS) which are currently being revised to incorporate these works.

N/A

10. 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	Air quality impacts were assessed in Chapter 22 of the EIS. The proposal may result in air quality impacts from the additional vehicle movements and movement of materials. However, any impact would be localised and managed in accordance with the Construction Environmental Management Plan (CEMP).	No additional measures required.	Y	Y	
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 heavy vehicles movements to and from the site, transfer of equipment and materials, and extended use of the mobile crane up until 10pm with a contingency up until midnight.</p> <p>Sleep disturbance</p> <p>The Construction Noise and Vibration Impact Statement (CNVIS) addendum is an addendum to the existing CNVIS. The CNVIS addendum assessed that the proposal including the additional heavy vehicle movements during the evening period, use of the mobile crane during the evening period with contingency for use in the night time period</p>	Additional mitigation measures are to be implemented in accordance with the approved CNVMP, CNVIS and CNVIS addendum, and the SMCSNVS. Noise monitoring will be undertaken to verify compliance with the predicted noise levels.	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
	<p>between 2200h to 2400h, and associated transfer of materials between laydown areas and the shaft have the potential to result in noise levels greater than the sleep disturbance NML. This wasn't an impact of the Approved Project. However, it is considered that the potential noise impact during this time can be adequately managed through mitigation measures in the CNVMP, the Sydney Metro City and South West Noise and Vibration Strategy (SMCSNVS), and CNVIS and CNVIS addendum where practical as follows:</p> <ul style="list-style-type: none"> • use of the mobile crane between 2200h and 2400h is to be a contingency only • limiting deliveries during the late evening period of 2000h to 2200h, so that transfer of materials occurs prior to 2200h • installing broadband reversing alarms on heavy vehicles • transfer materials using slings rather than chains • load/ unload and transfer materials within the acoustic shed • retain the acoustic shed in place for as long as possible • toolbox talks to advise personnel of the need to follow quiet work practices <p>Construction traffic</p> <p>The proposal will result in additional construction traffic noise impacts due to the increase in number of heavy vehicle movements to and from the site. However, the CNVIS addendum concluded that the</p>				

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				Y/N	Comments
	<p>construction related traffic noise would have no adverse impact beyond what was assessed within the existing CNVIS and Approved Project, as the noise increase would be less than 2dB(A) during both the day and night period. The mitigation measures within the CNVMP, SMCSNVS and CTMP are to be implemented where practical:</p> <ul style="list-style-type: none"> • limiting deliveries during the late evening period 2000h to 2200h • retention of the acoustic shed as long as practical • truck marshalling • closure of Blues Point Road south of Henry Lawson Avenue for ease of vehicles moving in and out of the site and minimise idling • book trucks by truck management software to allocate arrival times <p>Other construction noise</p> <p>The CNVIS addendum concluded that the construction works during the August 2021 to March 2022 period are predicted to be above the NMLs at the nearest noise sensitive receivers for all assessment periods and up to 8dB(A) in the evening and 14dB(A) during the night. This is a conservative assessment and accounts for additional movements of materials and equipment, forklift activities and light vehicle movements associated with the additional heavy vehicle movements and crane operation hours. Whilst this presents an increase in noise levels expected for the Approved Project, the modelled noise levels are compliant with CoA E41.</p>				

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				Y/N	Comments
	<p>Attended noise monitoring will be undertake to verify that the construction activities, including construction traffic noise and sleep disturbance noise levels are consistent with the assessed noise modelling scenarios and that resulting noise levels are not higher than the levels predicted in the CNVIS and CNVIS addendum. If modelled noise levels are exceeded then an investigation will be undertaken to understand the cause of the exceedance and appropriate mitigation and management measures will be implemented in accordance with the SMCSNVS.</p> <p>Noise impacts will be managed in accordance with the Construction Noise and Vibration Management Plan (CNVMP) and CEMP and mitigation measures may include the mitigation measures listed previously, as well as the use of temporary noise screens where reasonable and feasible.</p> <p>Overall, the noise impacts resulting from the proposal are considered to be consistent with the Approved Project, and would be managed in accordance with the CEMP, CTMP, CNVMP and the Sydney Metro City and South West Noise and Vibration Strategy (SMCSNVS).</p>				
Indigenous heritage	No change from the Approved Project.	No additional measures required.	Y		
Non-indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Community and stakeholder	The proposal is expected to result in noise, traffic and parking impacts to the surrounding community and stakeholders. However, the extent of these impacts are considered to be consistent with the	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
	Approved Project. The community will be notified of the proposed works associated impacts, and there have been preliminary discussions with the strata committee of the Blues Point Tower and local precinct groups (and an extended invitation has been offered for a dedicated briefing). Potential noise, traffic and parking impacts will be managed in accordance with CoAs and REMMs, including the CEMP, SMCSNVS, CNVIS, CNVIS addendum and revised CTMP (as outlined in the relevant sections of this assessment).				
Traffic	<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 additional heavy vehicle movements to and from the site between 0700h and 2200h. This includes traffic and parking impacts resulting from the proposed closure of Blues Point Road south of Henry Lawson Avenue to manage these additional heavy vehicle movements.</p> <p>The CTMP is currently being revised and is expected to be approved early August 2021 by the Customer Journey Planning (CJP). The CTMP will incorporate measures to mitigate potential traffic impacts and may include measures such as:</p> <ul style="list-style-type: none"> • Implementation of a truck marshalling area at the existing bus layover area located at Cahill Expressway towards Alfred Street exit as required for any larger volumes of trucks on certain days • Temporary closure of Blue Point Road south of Henry Lawson Avenue for approximately 3 months from August 2021, as a worksite will be able to accept 	Additional mitigation measures identified in the revised CTMP are to be implemented.	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
	<p>increased heavy vehicle truck movement to/from the site</p> <ul style="list-style-type: none"> • Temporary implementation of a Works Zone approximately near the site gate to allow works trucks to be unloaded as required until the approval of the temporary closure of Blues Point Road • Trucks booking by truck management software to allocate arrival times • Community consultation <p>Access to private property will be maintained during the works.</p> <p>From August 2021 to around November 2021 the part of 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. Between around November 2021 and December 2021, the pedestrian path on Henry Lawson Avenue will be temporarily diverted onto Henry Lawson Avenue behind a safety barrier.</p> <p>The proposal will result in the loss of about 27 street car parking spaces at the southern of Blues Point Road between August 2021 and November 2021. These street car parking spaces mainly service users of the adjacent reserves. Given that Henry Lawson Reserve will be closed during these works, and that the loss of street parking is temporary only, the parking impact is not expected to be significant and would be consistent with the Approved Project.</p>				

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
	The closure of Blues Point Road south of Henry Lawson Avenue would also only be subject to Council approvals. These works would be managed in accordance with the CTMP.				
Waste	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	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	
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	The proposal will have a positive impact on the land use of the site as it will enable the site to be returned to the council for use as public open space within the planned timeframes.	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 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
Other	No change from the Approved Project.	No additional measures required.	Y	Y	
Management and mitigation measures	The CTMP and CNVIS are in the process of being updated to incorporate the proposed works.	No additional measures required.	Y	Y	

11. 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		
Water	No change from the Approved Project.	No additional measures required.	Y		
Air quality	No change from the Approved Project.	No additional measures required.	Y		
Noise vibration	No change from the Approved Project.	No additional measures required.	Y		
Indigenous heritage	No change from the Approved Project.	No additional measures required.	Y		
Non-indigenous heritage	No change from the Approved Project.	No additional measures required.	Y		
Community and stakeholder	No change from the Approved Project.	No additional measures required.	Y		
Traffic	No change from the Approved Project.	No additional measures required.	Y		
Waste	No change from the Approved Project.	No additional measures required.	Y		
Economic	No change from the Approved Project.	No additional measures required.	Y		
Visual	No change from the Approved Project.	No additional measures required.	Y		
Urban design	No change from the Approved Project.	No additional measures required.	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
Geotechnical	No change from the Approved Project.	No additional measures required.	Y		
Land use	No change from the Approved Project.	No additional measures required.	Y		
Climate Change	No change from the Approved Project.	No additional measures required.	Y		
Risk	No change from the Approved Project.	No additional measures required.	Y		
Other	No change from the Approved Project.	No additional measures required.	Y		
Management and mitigation measures	No change from the Approved Project.	No additional measures required.	Y		

12. 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 metro rail line between Chatswood and Sydenham.
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 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. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.
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 as to avoid an adverse impact.

13. Other Environmental Approvals

Identify all other approvals required for the project:

N/A

Author certification

To be completed by person preparing checklist.

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

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

Name:	Rachel Gardner	Signature:	
Title:	Planning Approval Officer		
Company:	Sydney Metro	Date:	6 August 2021

Environmental Representative Review

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:		Signature:	
Title:		Date:	


This section is for Sydney Metro only.

Application supported and submitted by

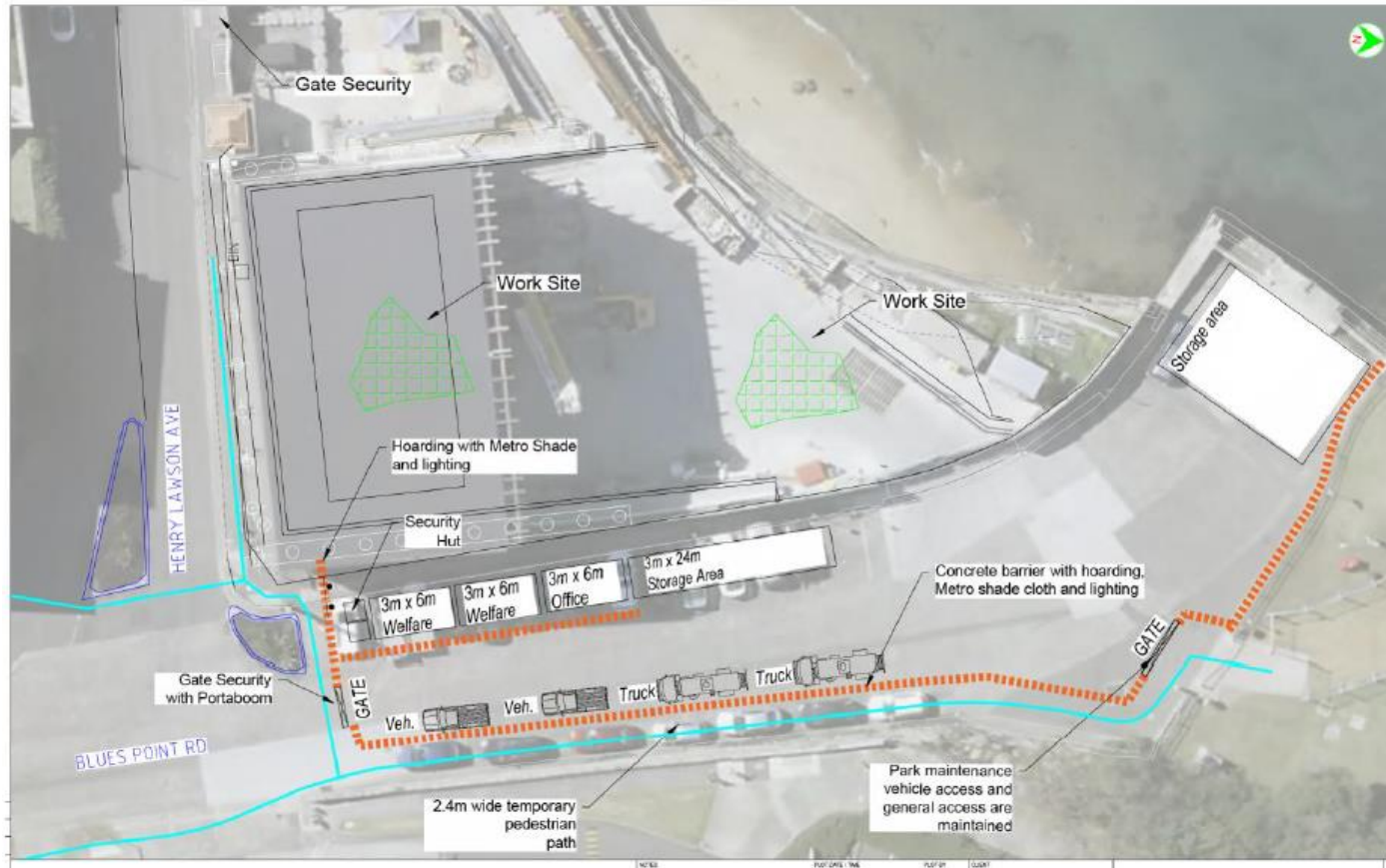
Name:	Yvette Buchli	Date:	06/08/2021
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

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:	6 August 2021
Title:	Director, City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

Appendix A – Blues Point Road closure, storage area and pedestrian diversions



Appendix B – Temporary bus stop relocated and pedestrian diversions

