



Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Bolton St Ancillary Facility
Prepared by:	Cameron Newling (JHLOR)
Prepared for:	Sydney Metro
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

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

Sydney Metro City & Southwest - Chatswood to Sydenham (SSI 15_7400)

Mod 1 - Victoria Cross Station and Artarmon Substation - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 2 - Central Walk - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 3 - Martin Place Metro Station - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 4 - Sydenham Station and Metro Facility South - Sydney Metro City & Southwest - Chatswood to Sydenham

Date of determination:

EIS Approval Date – 09/01/2017

Modification 1 - 18/10/2017

Modification 2 – 21/12/2017

Modification 3 – 22/3/2018

Modification 4 – 13/12/2017

Type of planning approval:

Critical State Significant Infrastructure

(Uncontrolled when printed)

Description of existing approved project you are assessing for consistency:

The Sydenham Station and Junction Works (assessed in Mod 4) includes the following:

- Demolition and reconstruction of platforms 1 and 2 for metro rail operations and a new aerial concourse connecting to new station entries at Railway Parade and Burrows Avenue. Upgrades to transport interchange facilities and provision for active transport would be delivered as part of the station works
- Track and rail system facilities – reconfiguration of existing track and rail systems to segregate the T3 Bankstown Line and the Goods Line, installation of metro tracks and rail systems including crossover and turnback facilities
- Adjustments to the Sydenham Pit and Drainage Pumping Station – including a new aqueduct over the pit, new pumping station and new maintenance access ramp
- Ancillary infrastructure and works – including fencing, maintenance access, utilities works, drainage, noise barriers, road and transport network works, bridge works, and temporary facilities to support construction.

Chapter 7 of the modification report describes the various construction activities, including:

- Installation of site environment management and traffic controls
- Establishment of construction sites

Construction sites would be required to support construction activities and other associated works for the proposed modification. It is assumed that construction activities would occur along the length of the rail corridor within the proposed modification area.

Additional construction sites would be required within the rail corridor to support the works at Sydenham Station. The Sydney Metro Trains Facility South would also be a construction site. Construction areas would be generally accessed via existing corridor gates along the rail corridor. In some locations new gates would also be installed.

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

Sydenham Station and Sydney Metro Trains Facility South Modification Report (June 2017)

Sydenham Station and Sydney Metro Trains Facility South Modification Submissions Report (October 2017)

Conditions of Approval (13/12/17)

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS/PIR/modification report, submissions report and the conditions of approval.

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.

The facility would consist of the following

- Small lunch shed
- Small office
- Laydown area (construction materials, small quantities (approximately 100m³) of spoil/ballast/capping etc)

(Uncontrolled when printed)

See Appendix A for site plan. The facility would be located outside of the rail corridor, but directly adjacent to an existing Sydney Trains access gate. Use of the facility would be mostly during rail possessions. Access may be required outside of possessions for deliveries and removal of sheds and other materials. There would be no change to existing project staffing levels. Plant used would be delivery trucks, light vehicles and small excavators or dump trucks. There would be minimal waste generated and no impact on any utilities or authorities. No bulk quantities or dangerous or hazardous goods would be stored.

3.0 Timeframe

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

The facility would be used initially for the rail possession on the weekend of the 26 May 2018. It would be established in the week prior. Further use would be on a case by case basis in agreement with the landowner and through ongoing consultation.

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.

Works would be carried out on land currently leased by Whites Haulage from Sydney Trains (Lot 1 and 2 of DP1002775 - See Appendix B. JHLOR have obtained permission to utilise the land. See Appendix C.

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 ancillary facility would be situated directly adjacent the rail corridor within an operational industrial storage yard used by a transport haulage company. There are industrial properties in all directions surrounding the facility. The nearest sensitivities receivers are on Unwin’s Bridge Road approximately 150m to the south. There are small pockets of vegetation on the site which would not be affected by the works. There are no heritage items or waterways on the site.

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.

The modification report did not identify any ancillary facilities outside of the rail corridor in this portion of the project area. There is minimal space within the track cess in this location to safely establish any facilities. Land is therefore required outside of the rail corridor. At present there are no reasonable or feasible alternatives due to space constraints and access issues that restrict getting materials and staff to this location from other areas in the rail corridor.

7.0 Environmental Benefit

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

- Provides direct access to the corridor during works and therefore minimising vehicle movements in residential areas during possession works if another location was to be used
- The area to be used is already in an industrial area and would not result in any new environmental impacts

8.0 Control Measures

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

Works will be completed under a minor works approval. An ECM would be prepared and submitted as part of a minor works approval.

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?

No. Works are temporary in nature would be used only during the construction phase of works. Minimal amounts of fuel would be used in generators to power the site facilities and lighting plants.

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 vegetation or trees will be removed or impacted during the works.	No change from EIS and Modification No.4	Y	Y	
Water	The ancillary facility would be established on existing hardstand area with minimal potential to generate any runoff. The facility would not be situated in a flood zone.	Implementation of control measures as per the minor works approval and ECM Preparation of ESCP	Y	Y	
Air quality	The ancillary facility would be established on an existing hardstand area with minimal potential to generate any dust.	Implementation of control measures as per the minor works approval and ECM	Y	Y	
Noise vibration	Minimal impacts. Works will be consistent with already approved activities. There are no residential receivers adjacent or nearby to the ancillary facility. Plant used would be small and delivery of materials would be minimal.	Implementation of control measures as per the minor works approval and ECM Any works outside of normal hours will be subject to an out of hours work approval.	Y	Y	
Indigenous heritage	There are no registered Aboriginal Heritage items in proximity to the works and no excavation works would be required for the facility.	Implementation of control measures as per the minor works approval and ECM Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-indigenous heritage	No non-indigenous heritage items are present within the area and no excavation works would be required for the facility.	Implementation of control measures as per the minor works approval and ECM Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure	Y	Y	
Community and stakeholder	There would be minimal impacts on the community. Agreement to utilise the land has been agreed with the landholder. See Appendix C.	Ongoing consultation and notification as per the Community Communications Strategy	Y	Y	
Traffic	There would be minimal impacts on the community. Entry to the site would be via Bolton St and away from Residential Receivers. The facility would be adjacent to an existing Sydney Trains access gate already in use.	Implementation of control measures as per the minor works approval and ECM	Y	Y	
Waste	Minimal amounts of waste would be generated through the operation of the ancillary facility.	All waste generated will be classified and disposed of in accordance with NSW EPA Waste Classification Guidelines Implementation of control measures as per the minor works approval and ECM	Y	Y	
Social	No change from the EIS and Modification	No change from the EIS and Modification 4	Y	Y	
Economic	No change from the EIS and Modification	No change from the EIS and Modification 4	Y	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	Visual impacts would be minimal. The facility would only be visible from the rail corridor and adjacent industrial premises. Lighting would be directed away from the general direction of residential properties.	Implementation of control measures as per the minor works approval and ECM	Y	Y	
Urban design	No change from the EIS and Modification	No change from the EIS and Modification 4	Y	Y	
Geotechnical	No excavation works would be completed to establish the ancillary facility	No change from the EIS and Modification 4	Y	Y	
Land use	The facility would be temporary and returned to its original state at the end of the works.	No change from the EIS and Modification 4	Y	Y	
Climate Change	No change from the EIS and Modification	No change from the EIS and Modification 4	Y	Y	
Risk	No change from the EIS and Modification	No change from the EIS and Modification 4	Y	Y	
Other	No change from the EIS and Modification	No change from the EIS and Modification 4	Y	Y	
Management and mitigation measures	No change from the EIS and Modification	No change from the EIS and Modification 4	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 EIS and Modification 4	N/A		Y	
Water	No change from the EIS and Modification 4	N/A		Y	
Air quality	No change from the EIS and Modification 4	N/A		Y	
Noise vibration	No change from the EIS and Modification 4	N/A		Y	
Indigenous heritage	No change from the EIS and Modification 4	N/A		Y	
Non-indigenous heritage	No change from the EIS and Modification 4	N/A		Y	
Community and stakeholder	No change from the EIS and Modification 4	N/A		Y	
Traffic	No change from the EIS and Modification 4	N/A		Y	
Waste	No change from the EIS and Modification 4	N/A		Y	
Social	No change from the EIS and Modification 4	N/A		Y	
Economic	No change from the EIS and Modification 4	N/A		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
Visual	No change from the EIS and Modification 4	N/A		Y	
Urban design	No change from the EIS and Modification 4	N/A		Y	
Geotechnical	No change from the EIS and Modification 4	N/A		Y	
Land use	No change from the EIS and Modification 4	N/A		Y	
Climate Change	No change from the EIS and Modification 4	N/A		Y	
Risk	No change from the EIS and Modification 4	N/A		Y	
Other	No change from the EIS and Modification 4	N/A		Y	
Management and mitigation measures	No change from the EIS and Modification 4	N/A		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 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 rail line between Chatswood and Sydenham</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 changes identified in this assessment are temporary and are consistent with the objectives and functions 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 risks are outstanding. All risks would be adequately addressed through the application of the mitigation measures in the above tables</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:

- Minor works approval required prior to the approval of the CEMP.


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:	Cameron Newling	Signature:	
Title:	Environment Manager	Date:	7/5/2018
Company:	JHLOR		

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:	Annabelle Tungol Reyes	Signature:	
Title:	Environmental Representative	Date:	09 May 2018

This section is for Sydney Metro only.

<p>Application supported and submitted by</p>			
Name:	Yvette Buchi	Date:	9/5/18
Title:	Environmental Planning Manager	Comments:	
Signature:			

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

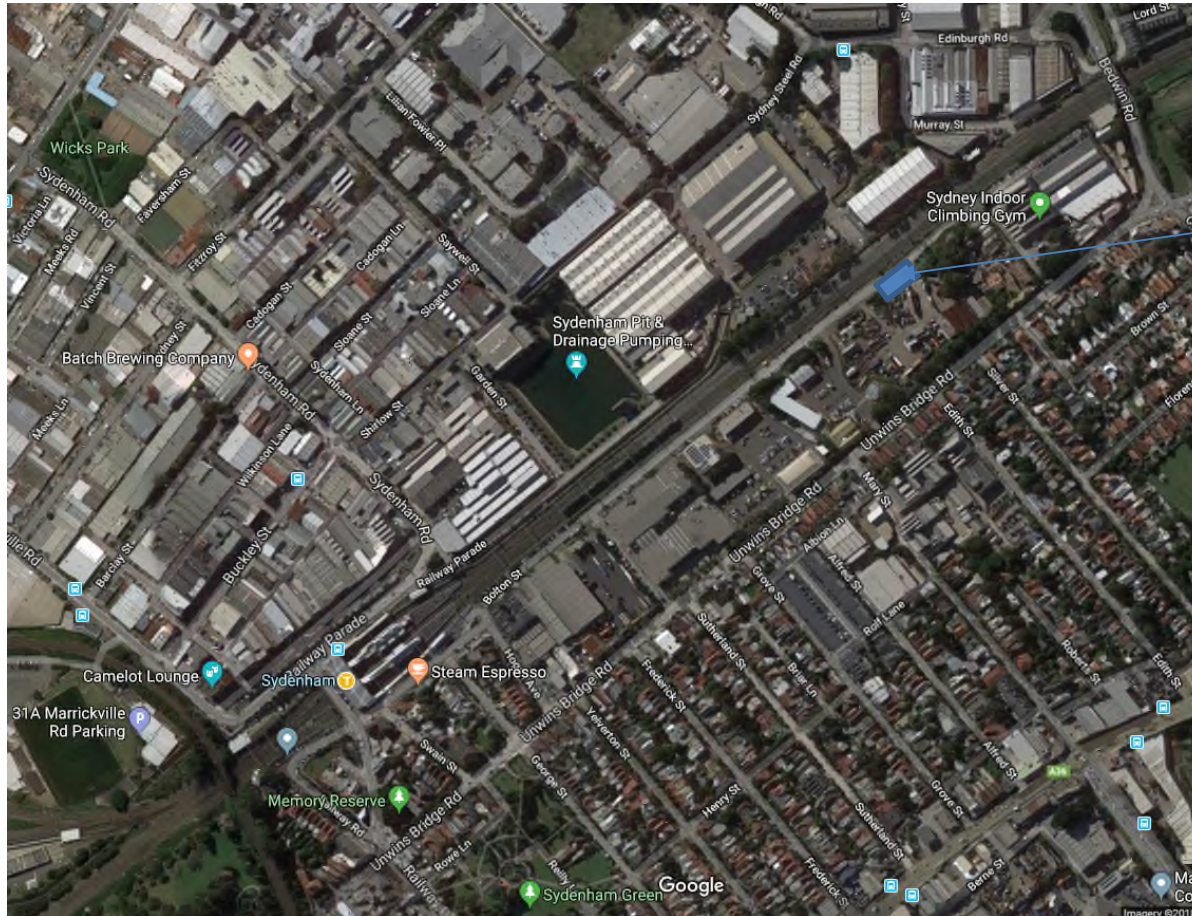
- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway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



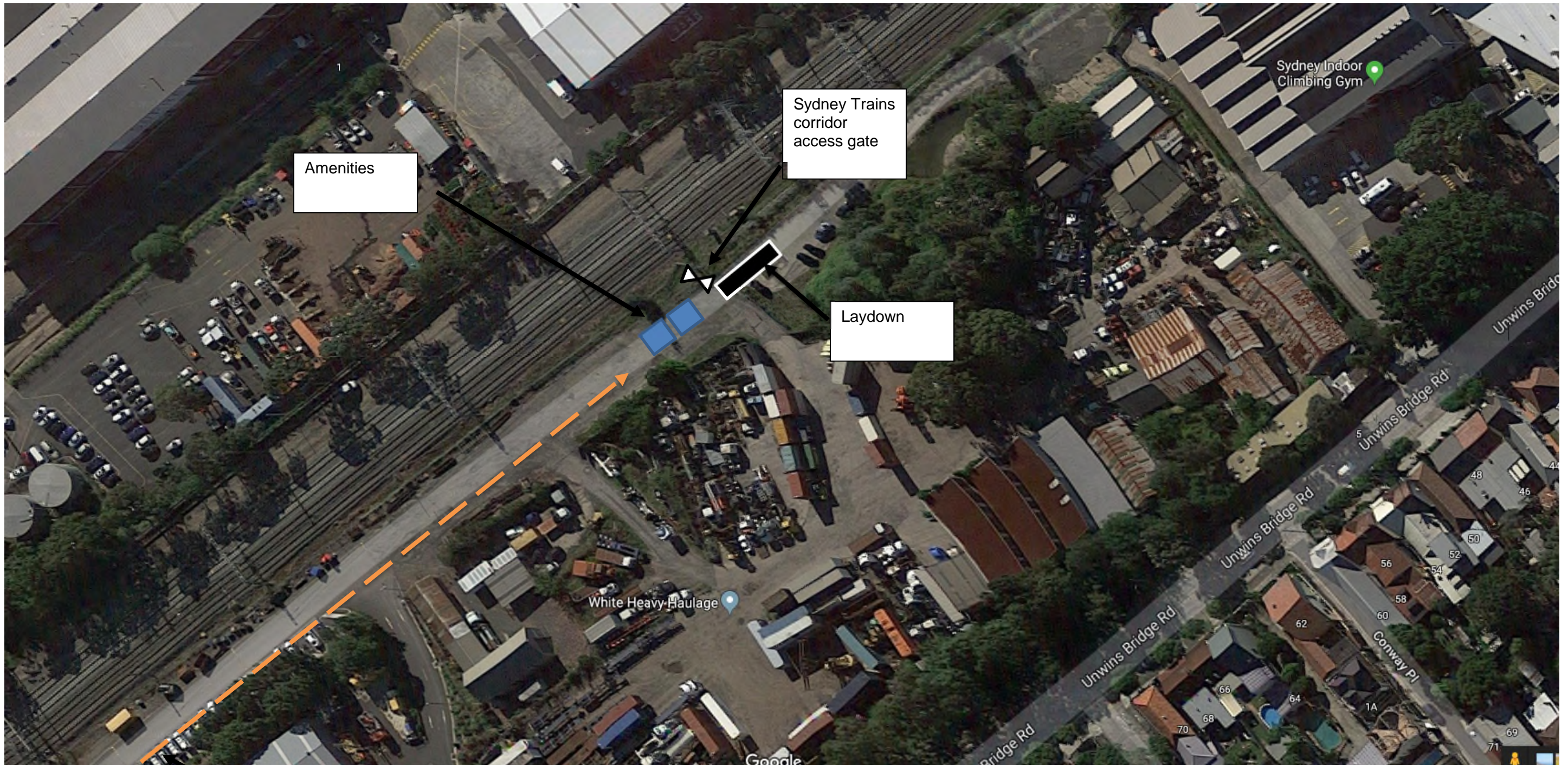
(Uncontrolled when printed)

Endorsed by			
Name:	FIL CERONE	Date:	14 MAY 2015
Title:	Principal Manager Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Appendix A – Site Location

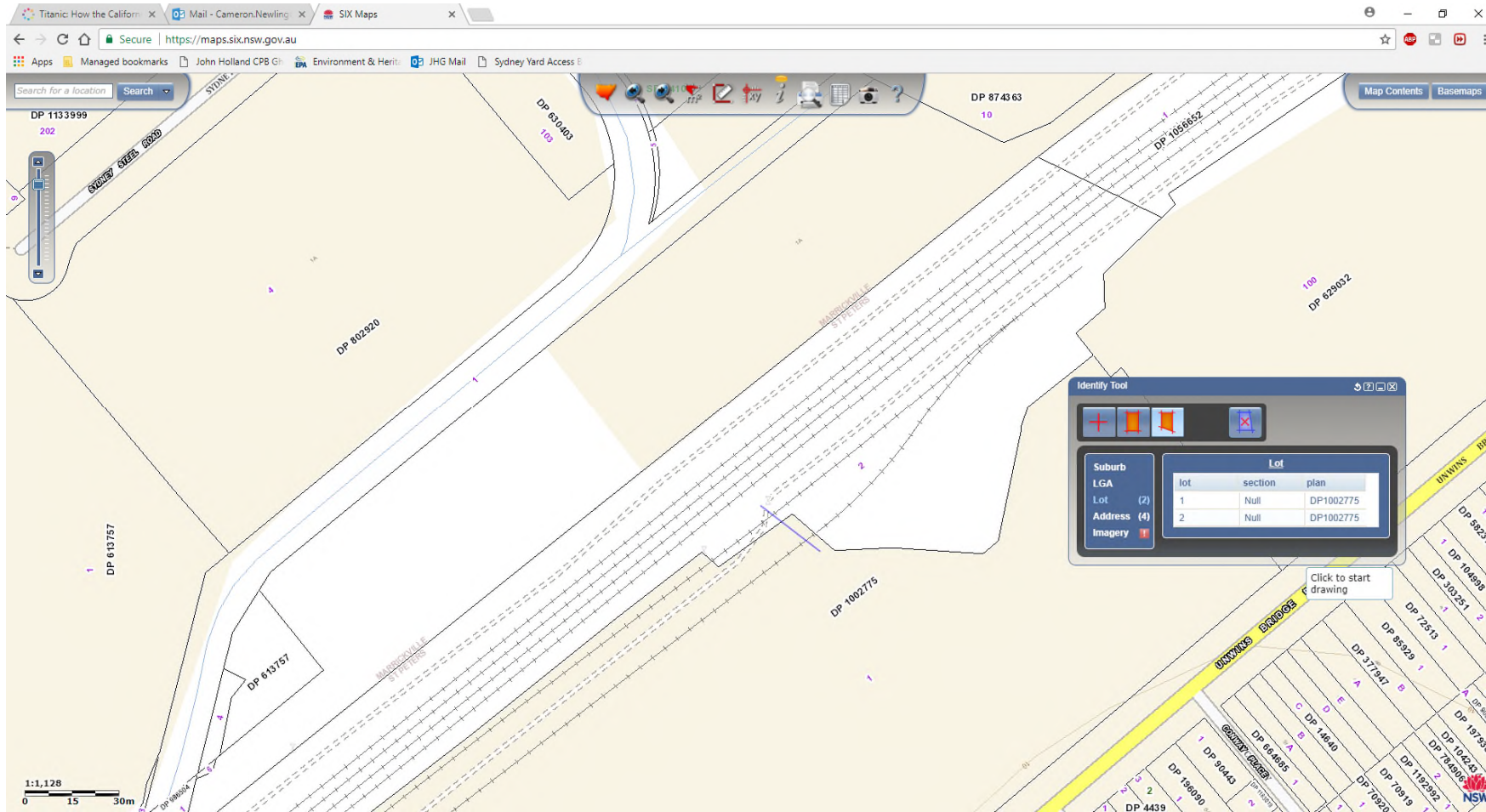


Proposed location of ancillary facility



Access to area via Bolton St

Appendix B – Lot Details



Appendix C – Landowner Consent

From: Rebecca [<mailto:rebecca@whitestrans.com.au>]
Sent: Monday, 16 April 2018 2:12 PM
To: Sikdar, Shome <Shome.Sikdar@jhlorjv.com.au>; annette@whotestrans.com.au
Cc: Pitsiatari, Andie (SSJ) <Andie.Pitsiatari@jhlorjv.com.au>; Abrahams, Nicola (SSJ) <Nicola.Abrahams@jhlorjv.com.au>; York, Christopher <Chris.York@jhlorjv.com.au>; 'Robert Morgan' <Robert.Morgan@jhg.com.au>
Subject: RE: Whites Transport - Logistic Overview for WE 26/5/18

Hi Shome,

The below is fine to proceed.

Thankyou

Kind Regards

Rebecca

9 Unwins Bridge Rd, Sydenham NSW 2044
Postal: PO BOX 132, St Peters. NSW 2044
Email: rebecca@whitestrans.com.au
Tel: (02) 9557 0787 Fax : (02) 9550 2154
ABN : 61 618 992 859

From: Sikdar, Shome [<mailto:Shome.Sikdar@jhlorjv.com.au>]
Sent: Monday, 16 April 2018 10:19 AM
To: rebecca@whitestrans.com.au; annette@whotestrans.com.au
Cc: Pitsiatari, Andie (SSJ); Abrahams, Nicola (SSJ); York, Christopher; Robert Morgan
Subject: RE: Whites Transport - Logistic Overview for WE 26/5/18

Annette/ Rebecca

Hope you are both well. Thank you for taking the time to meet with us on 29/3/18 in your office, please see the below map detailing where the project is proposing to store materials and temporary site cabin as discussed for works on the weekend of 26/5/18.

The site cabins shall consist be 2No. containers 8.9m x 2.4m and setup on 21/5/18 to 2/6/18. The cabins will be located to minimise any disruption to your business.
The temporary laydown materials shall be established on 26/5/18.

Rob Morgan, Site supervisor (Tel: 0428 814 912) will be a point of contact on the ground. He will make contact with yourselves closer to the time to finalise delivery times.