



Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	20 Charles Street Site Access
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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 - Sydenham to Bankstown (SSI 8256)

Date of determination:

Planning Approval Date – 12/12/2018

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following;

- Station upgrades;
 - Installation of platform screen doors
 - Provision of operational facilities, such as station service buildings
 - Upgrades of 10 stations from Marrickville to Bankstown to provide lifts and level access where not available.
 - Accessibility upgrades for buildings
 - Works related to integration with other modes of transport
- Track and rail systems;
 - Upgrades of track at Bankstown
 - Rail cross-over at Campsie
- Other Project elements;
 - Security measures, such as fencing
 - Noise barriers
 - Augmentation of existing power supply, including new traction sub-stations
 - Bridge protection works
 - Combined Service Route
 - Drainage

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- Utility and rail system protection
 - Temporary works during construction;
 - Provision of temporary facilities to support construction, including construction compounds and work sites

It is assumed that construction activities would occur along the length of the rail corridor within the Project area. Construction areas would be generally accessed via existing corridor gates along the rail corridor.

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

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement , dated 7th September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions Report, September 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval, dated 12th December 2018

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions and Preferred Infrastructure Report, the Submission 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.

As part of the Southwest Metro Early Works (SMEW) package, JHLOR will undertake embankment stabilisation works on an existing rail embankment on the country side of Canterbury Railway Station. The works will occur on the down (southern) side of the rail corridor between chainage 10km 950 and 11km 850. The area has been split into a further three areas;

- Retaining Wall 1 (RW1) – 50m from country end of Canterbury Station to the Cooks River Bridge
- Retaining Wall 2 (RW2) –Cooks River Bridge to Wairoa St
- Retaining Wall 3 (RW3) – Wairoa St to Wonga St

As part of the works, a piling rig will need to access the bottom of the embankments to undertake piling for each retaining wall. Access to the Retaining Wall 1 area is constrained on the city side by the rail corridor fence and community land. Access on the country side is constrained by the building at 22 Charles Street Canterbury. JHLOR proposes to gain access to the area via the 20 Charles Street driveway, in agreement with the land owner. Refer to Appendix A for a site drawings. Refer to Appendix C for owners consent.

The JHLOR Environmental Protection Licence 21147 premise maps would be updated to include the area.

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The area is expected to be in use for the duration of the Southwest Metro Early Works, until April 2020. However the area may be used for a longer period, as per the lease agreement, if works are delayed.

The area would be primarily used during normal construction hours as per the JHLOR EPL 21147. Some access may be required outside of standard construction hours for possession related works. Any works that occur outside of standard construction hours would occur under an out of hours work permit.

- Monday to Friday 7am-6pm
- Saturday 8am-1pm
- No works on Sunday or Public Holidays

Plant expected to be used or to pass through the area include;

- Piling rig
- Concrete truck
- Concrete pump
- Excavator
- Posi-track
- Bogie
- Site ute
- Tipper

Works in the RW1 would involve 10-20 workers at any time. Some of these workers would enter site via this new access point.

A telecommunications tower is present within the area. This will be protected with barriers to mitigate the risk of impact. A Telstra pit is also located within the access area, this is also to be protected. There will be no ground disturbance works within the area, as such there will be no impact on any other utilities.

No waste will be generated or stored within the area. Some inert materials may be stored within the area, such as piling cages, erosion and sediment controls etc. No dangerous/hazardous goods will be stored in the area. Some existing waste has been observed in the area. The owner has committed to removing this waste prior to JHLOR occupation.

3.0 Timeframe

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

The area is expected to be used from December 2019 to April 2020. This period may be extended pending the progress of the works, depending on the requirements of the lease agreement.

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 land forms part of DP 828270 Lot 9. The area consists of a concrete driveway, bordered by fencing. Any fencing removed or access will be replaced at the end of the works.

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 ground surface consists of hardstand material. Some grasses and weeds are growing sporadically on less trafficked areas.

There is no formal drainage within the area. Rainfall runoff will flow into the street side gutter and into local stormwater drainage. Some runoff will enter the rail corridor.

The access area land is currently used as part of a commercial premise. Another commercial premise, 22 Charles St, is located to the west of the area. A number of apartment blocks also surround the area.

There is no known protected flora or fauna or other environmentally sensitive area within the vicinity of the area.

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.

This area must be included within the project boundary to provide access to the RW1 works area. There is no access to the bottom of the embankment via the rail corridor. Furthermore, the carpark area at 18 Charles Street is community land and is not available for JHLOR to use.

7.0 Environmental Benefit

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

- None

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 the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Heritage Management Plan (CHMP), Construction Soil and Water Management Plan (CSWMP), and Community Consultation Strategy (CCS).

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 changes to climate change impacts.

10.0 Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the EIS and SPIR.	Comply with mitigation measures as stated within the Tree Report, CEMP and CEMP sub-plans.	Y	Y	
Water	No change from the EIS and SPIR.	Include this area within the Erosion and Sediment Control Plan for the area – include any controls required to mitigate erosion/dirt tracking at the access point. No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.	Y	Y	
Air quality	No change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.	Y	Y	
Noise vibration	Some plant to access site at 20 Charles Street rather than the rail access opposite 6 Charles St. These impacts will be negligible	All work outside of standard construction hours to be assessed under an OOHW Application. Additional Mitigation Measures as per the Construction Noise and Vibration Strategy (i.e. community consultation and notifications).	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
		Comply with mitigation measures as stated within the CEMP, CEMP sub-plans and CTMP.			
Indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	Community consultation and notifications. Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP	Y	Y	
Traffic	An additional entry point to the rail corridor is to be added. The CTMP is to be updated accordingly.	Comply with all CoA and REMMs as allocated under the Staging Report. Maintain footpath access and implement any additional controls (traffic controllers, signage etc. based on the works). Implement any additional mitigation measures as agreed with TCG/TTLG. Implementation of control measures as per the CEMP and CTMP	Y	Y	
Waste	No change from the EIS and SPIR.	No change from the EIS and SPIR. Implementation of control measures as per the CEMP.	Y	Y	
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Economic	No loss of access for businesses associated with the works. No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	

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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	Vehicles, equipment, plant, signage and barricading will be visible. The visual aspects of these activities is to be expected as part of a major construction project and an operating rail corridor. No change from the EIS and SPIR.	Community consultation to occur as required. Implementation of control measures as per the CEMP and VAMP	Y	Y	
Urban design	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Land use	The area is currently used for vehicle access and storage to the adjacent warehouse. No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Risk	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Other	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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 SPIR.	N/A	Y	Y	
Water	No change from the EIS and SPIR.	N/A	Y	Y	
Air quality	No change from the EIS and SPIR.	N/A	Y	Y	
Noise vibration	No change from the EIS and SPIR.	N/A	Y	Y	
Indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A	Y	Y	
Traffic	No change from the EIS and SPIR.	N/A	Y	Y	
Waste	No change from the EIS and SPIR.	N/A	Y	Y	
Social	No change from the EIS and SPIR.	N/A	Y	Y	
Economic	No change from the EIS and SPIR.	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
Visual	No change from the EIS and SPIR.	N/A	Y	Y	
Urban design	No change from the EIS and SPIR.	N/A	Y	Y	
Geotechnical	No change from the EIS and SPIR.	N/A	Y	Y	
Land use	No change from the EIS and SPIR.	N/A	Y	Y	
Climate Change	No change from the EIS and SPIR.	N/A	Y	Y	
Risk	No change from the EIS and SPIR.	N/A	Y	Y	
Other	No change from the EIS and SPIR.	N/A	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	N/A	Y	Y	

12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown</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 consistent with the objectives and functions of the elements of the Approved Project</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>All risks would be adequately addressed through the application of the mitigation measures in the above tables. No new environmental risks are outstanding.</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 and will be accounted for by implementing the control measures within this document, the CEMP, CEMP sub-plans, CTMP, CCS and any other measures as directed by Council, RMS, TfNSW and SCO.</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>

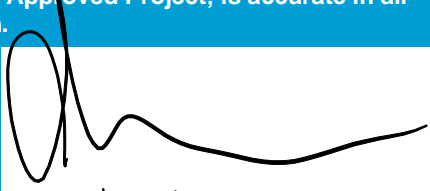
13.0 Other Environmental Approvals

Identify all other approvals required for the project:


- EPL premise map to be updated

Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:			
<ul style="list-style-type: none"> 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		
Company:	JHLOR	Date:	28/10/19

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	15/11/19
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?

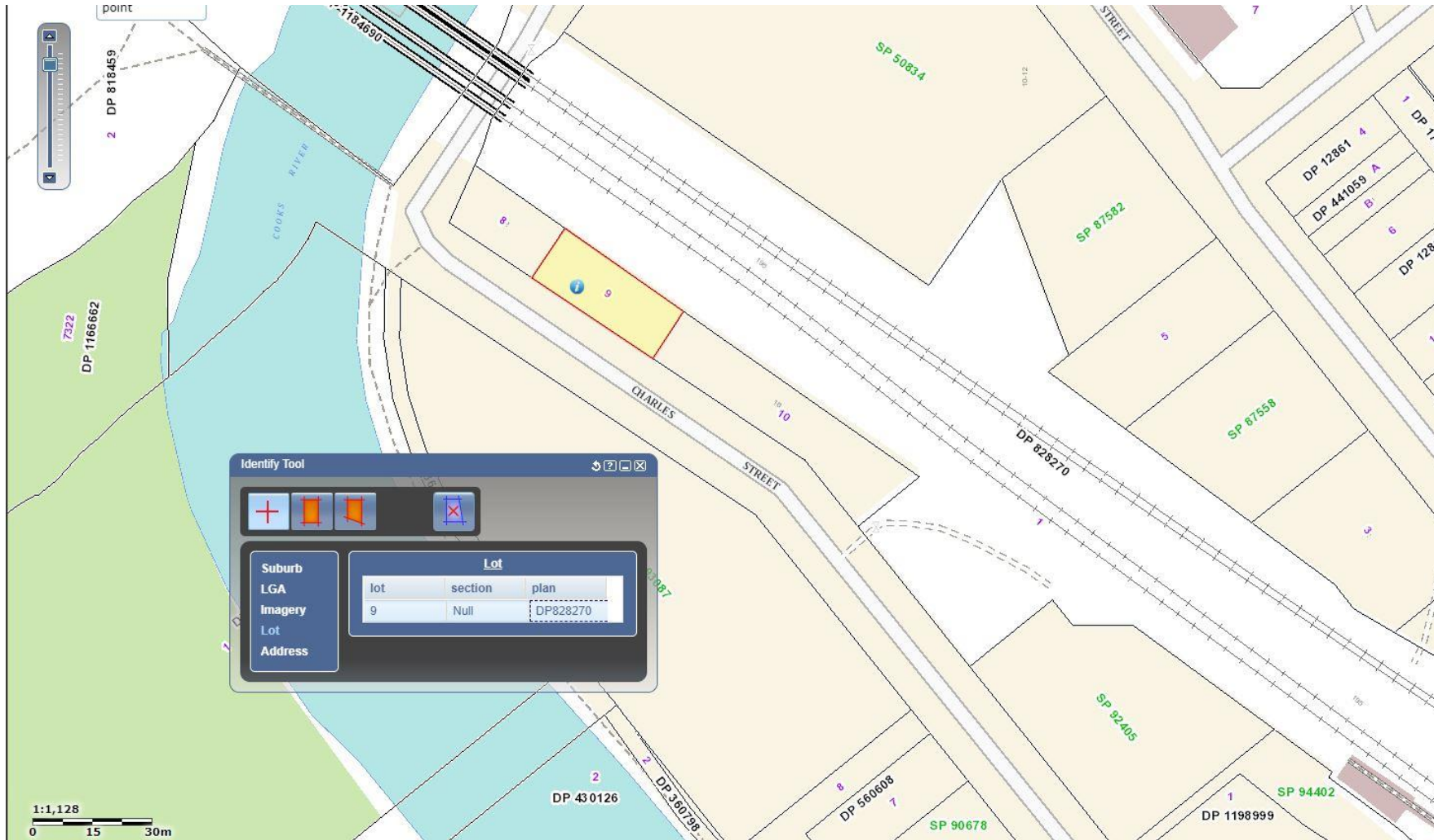
- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway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

Endorsed by			
Name:		Date:	
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location



Appendix B – Lot Details





Appendix C – Land Owners Consent

Lease agreement to be attached. The lease agreement will not be included within the public version of this document for commercial reasons.