



# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	CSR Full Road Closures
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<b>Prepared for:</b>	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.

It should also be noted that the SPIR also identified key changes to the construction methodology for the preferred project (compared to the exhibited project in the EIS) to reduce community impacts. One of these changes identified that no full road closures would be required for bridge works. It is understood that this statement was made in reference to the elimination of long term road closures associated with significant bridge upgrade works within the exhibited project. This Planning Approval Consistency Assessment has been produced to assess the impacts of temporary full road closures associated with SMEW Combined Service Route works, and to determine whether those impacts can be appropriately managed under the current Conditions of Approval, Revised Environmental Mitigation Measures, management plans, procedures and strategies.

**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.**

This Planning Approval Consistency Assessment (PACA) relates to the temporary full road closure of several roads for the installation of Combined Service Route (CSR).

The CSR will be installed as either “*pit and pipe*” (trenching across the road) or bridge attachments. The full road closure activity will consist of blocking the road with barricades, erecting detour and other signage to direct or inform motorists, cyclists pedestrians and local residents (including VMS boards if stipulated within the Traffic Control Plan or where required by Council or other stakeholders) and the use of traffic controllers to direct traffic (if stipulated within the Traffic Control Plan).


Full road closures are proposed at the following locations;


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- Albermarle St, Marrickville (Inner West Council LGA) – Under Road Crossing (URX)
- Ness Ave, Dulwich Hill (Inner West Council LGA) – bridge attachment
- Garnet St, Hurlstone Park (Border of Inner West Council LGA and City of Canterbury Bankstown LGA) – ULX
- Foord Av, Hurlstone Park (City of Canterbury Bankstown LGA) – bridge attachment
- Melford St, Hurlstone Park (City of Canterbury Bankstown LGA) – ULX
- Wairoa St, Canterbury (City of Canterbury Bankstown LGA) – bridge attachment

It is noted that this Planning Approval Consistency Assessment has been produced to assess the consistency of the *full road closure* activity, and not the installation of CSR. The installation of CSR within the Project Boundary has already been addressed within the Planning Approval. Any details on CSR works within this document have been included to provide additional context to the full road closure activity.

The work areas fall within the Project Boundary as defined within the *Sydney Metro City & Southwest –Sydenham to Bankstown – Submissions and Preferred Infrastructure Report* (SPIR).

JHLOR will gain approval from the relevant council for full road closures. JHLOR will consult with the relevant agencies as required by REMM TC  and assess any impacts to bus routes and timetables.

These works will be subject to the Laing O'Rourke EPL 21147  such, standard construction hours would apply;

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

Some works may be undertaken outside of these hours in accordance with the Laing O'Rourke EPL. An Out of Hours Work (OOHW) Permit will be produced and approved internally before any out of hours works commence. Where possible, noisy works will be undertaken during standard construction hours.

Site utes will be used by traffic controllers as part of the full road closure works. For information, the following plant and equipment may be used as part of the CSR works;

- Site ute
- Mobile crane
- Elevated Work Platform
- Concrete saw
- Jack hammers
- Excavator
- Hiab

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- Telehandler
- Tipper
- Wacker packer
- Road sweeper
- Water cart/water trailer

Approximately 2-3 workers will be working on each full road closure.

There are no known utility impacts as part of the full road closure activity.

The works will occur within road reserves at each location. Full Road Closure Permits are required from the relevant Council.

There is no waste associated with the full road closure activity.

No hazardous or dangerous goods will be used for the full road closures.

### 3.0 Timeframe

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

The following dates are indicative and are subject to design, construction planning, stakeholder consultation and Council approval.

- Albermarle St, Marrickville – Under Road Crossing (URX): Road closed full time 2/09/2019 – 19/09/2019
- Ness Ave, Dulwich Hill – bridge attachment: Road closed full time 23/09/19-29/09/19
- Garnet St, Hurlstone Park – ULX: Road closed full time 14/10/2019-26/10/2019
- Foord Av, Hurlstone Park – bridge attachment: Road closed full time 9/11/19-10/11/19
- Melford St, Hurlstone Park – ULX: Road closed full time 20/09/2019-11/10/2019
- Wairoa St, Canterbury – bridge attachment: Road closed full time 9/11/19-10/11/19

URX works will predominately occur during standard construction hours. Bridge attachment works will occur during rail shutdowns – as such out of hours work may be required.

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The road closures above are expected to occur for 24 hours/day over the full period for each road as stated above. Where possible and safe to do so, JHLOR will reopen the road in between work periods.

#### 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.**

All sites are located within the road reserve. As such there are no Lot and Deposited Plan details.

#### 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.**

##### Albermarle St, Marrickville – Under Road Crossing (URX)

The environment at Albermarle St, Marrickville can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Albermarle St Underbridge passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the URX location consists of residential property. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works.

##### Ness Ave, Dulwich Hill – bridge attachment

The environment at Ness Ave, Dulwich Hill can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Ness Ave roadway passes under the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the bridge attachment location consists of residential property. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works.

##### Garnet St, Hurlstone Park – ULX

The environment at Garnet St, Hurlstone Park can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Garnet St Underbridge passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath and trees within the rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the URX location consists of residential property and a child care facility. Within the rail corridor and adjacent to the works, an area of Sydney Turpentine Ironbark Forest (STIF) and an area of degraded STIF have been identified. The full road closure works will not impact upon these communities. There is no known protected fauna or other “sensitive area” within the vicinity of the works.

##### Foord Ave, Hurlstone Park – bridge attachment

The environment at Foord Ave, Hurlstone Park can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Foord Ave roadway passes under the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath. Rainfall runoff from the area

enters stormwater pits located within the kerb side gutter. Land surrounding the bridge attachment location consists of residential property. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works.

Melford St, Hurlstone Park – ULX

The environment at Melford St, Hurlstone Park can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Melford St Underbridge passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath and trees within the rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the URX location consists of residential property. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works.

Wairoa St, Canterbury– bridge attachment

The environment at Wairoa St, Canterbury can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Wairoa St roadway passes under the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the bridge attachment location consists of residential property and recreational use. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works.

## 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. 

Road Closure	Justification
Albermarle St, Marrickville – Under Road Crossing (URX)  Inner West Council LGA	A trench across Albermarle Street is required to install the CSR. There are no other available routes for this CSR due to space restrictions under the Albermarle St bridge abutment.  The CSR trench will be approximately 1.5m in depth. It is not possible to provide sufficient clearance for the vehicles to pass the trench and remain outside the zone of influence, even under a contraflow arrangement. As such, a full road closure is required to mitigate public safety risks.
Ness Ave, Dulwich Hill – bridge attachment  Inner West Council LGA	Galvanised Steel Trough will be installed across Ness Avenue underbridge. The single span trough will be attached to headstocks on either side of Ness Avenue (i.e. there are no columns in the middle of the bridge to connect to, as such a single span is required).  For a single span of trough to be safely lifted into place, all personnel, including the public, must be excluded from the drop zone. Therefore, both lanes on Ness Avenue must be closed during the works.
Garnet St, Hurlstone Park – ULX	A trench across Garnet Street is required to install the CSR. There are no other available routes for this CSR due to space restrictions under the Garnet St bridge abutment.



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Border of Inner West Council LGA and City of Canterbury Bankstown LGA	The CSR trench will be approximately 1.5m in depth. It is not possible to provide sufficient clearance for the vehicles to pass the trench and remain outside the zone of influence, even under a contraflow arrangement. As such, a full road closure is required to mitigate public safety risks.
Foord Avenue, Hurlstone Park – bridge attachment  City of Canterbury Bankstown LGA	Galvanised Steel Trough will be installed across Foord Avenue underbridge. The single span trough will be attached to headstocks on either side of Foord Avenue (i.e. there are no columns in the middle of the bridge to connect to, as such a single span is required).  For a single span of trough to be safely lifted into place, all personnel, including the public, must be excluded from the drop zone. Therefore, both lanes on Foord Avenue must be closed during the works.
Melford St, Hurlstone Park – ULX  City of Canterbury Bankstown LGA	A trench across Melford Street is required to install the CSR. There are no other available routes for this CSR due to space restrictions under the Melford St bridge abutment.  The CSR trench will be approximately 1.5m in depth. It is not possible to provide sufficient clearance for the vehicles to pass the trench and remain outside the zone of influence, even under a contraflow arrangement. As such, a full road closure is required to mitigate public safety risks.
Wairoa St, Canterbury – bridge attachment  City of Canterbury Bankstown LGA	Galvanised Steel Trough will be installed across Wairoa Street underbridge. The single span trough will be attached to headstocks on either side of Wairoa Street (i.e. there are no columns in the middle of the bridge to connect to, as such a single span is required).  For a single span of trough to be safely lifted into place, all personnel, including the public, must be excluded from the drop zone. Therefore, both lanes on Wairoa St must be closed during the works.

## 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.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.	Y		
Water	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		
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		
Noise vibration	Additional traffic noise on some roads. These impacts are expected to be temporary	No change from the EIS and SPIR. 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). Comply with mitigation measures as stated within the CEMP, CEMP sub-plans and CTMP.	Y		
Indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Community and stakeholder	Rerouting of traffic during road closures may cause temporary disruption to community members and stakeholders, particularly those that live adjacent to the works. Refer to the Traffic aspect for further details.	Community consultation and notifications. Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP	Y		
Traffic	 <p>Road traffic would be rerouted from roads under a full road closure. Cyclists and pedestrians may also be rerouted in some instances where it is unsafe for them to pass.</p> <p>Works will be restricted to the road reserve and access to private property will be maintained as part of the works.</p> <p>This may result in disruption to the usual routes taken by some motorists (including buses and emergency services), cyclists and pedestrians.</p>	<p>Comply with all CoA and REMMs as allocated under the Staging Report.</p> <p>A Full Road Closure Permit must be obtained from the relevant Council prior to any full road closure works – any requirements of this permit must be implemented.</p> <p>Develop and implement a Traffic Management Plan, including appropriate signage and traffic controllers as required.</p> <p>Community consultation and notification.</p> <p>Consultation with emergency services</p> <p>The CTMP will be revised to include any detours.</p> <p>Consultation with any agencies identified within REMM TC3 will occur.</p> <p>Bus rerouting and timetable requirements will be assessed and, where necessary, appropriately addressed as per TC3.</p> <p>Maintain access to private property.</p>	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
		Maintain parking where possible Coordinate works with any special events Directional signage to be utilised where appropriate Implement any additional mitigation measures as agreed with TCG/TTLG. Implementation of control measures as per the CEMP and CTMP			
Waste	No waste associated with the full road closure activity. No change from the EIS and SPIR.	No change from the EIS and SPIR. Implementation of control measures as per the CEMP.	Y		
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Economic	No loss of access for businesses associated with the works. Rerouting of traffic will be in place maintaining access to all areas in the vicinity of the works. No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
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. Furthermore, road maintenance and utility works are ongoing within these local government areas. No change from the EIS and SPIR.	Community consultation to occur as required. Implementation of control measures as per the CEMP and VAMP	Y		
Urban design	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Geotechnical	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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
Land use	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Climate Change	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Risk	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Other	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Management and mitigation measures	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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			
Water	No change from the EIS and SPIR.	N/A			
Air quality	No change from the EIS and SPIR.	N/A			
Noise vibration	No change from the EIS and SPIR.	N/A			
Indigenous heritage	No change from the EIS and SPIR.	N/A			
Non-indigenous heritage	No change from the EIS and SPIR.	N/A			
Community and stakeholder	No change from the EIS and SPIR.	N/A			
Traffic	No change from the EIS and SPIR.	N/A			
Waste	No change from the EIS and SPIR.	N/A			
Social	No change from the EIS and SPIR.	N/A			
Economic	No change from the EIS and SPIR.	N/A			

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			
Urban design	No change from the EIS and SPIR.	N/A			
Geotechnical	No change from the EIS and SPIR.	N/A			
Land use	No change from the EIS and SPIR.	N/A			
Climate Change	No change from the EIS and SPIR.	N/A			
Risk	No change from the EIS and SPIR.	N/A			
Other	No change from the EIS and SPIR.	N/A			
Management and mitigation measures	No change from the EIS and SPIR.	N/A			



## 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 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>

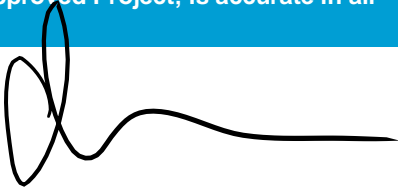
## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:

- Full road closure approvals from Council
- The CTMP is to be updated to reflect detours associated with the temporary full road closures.

## Author certification

To be completed by person preparing checklist.

<b>I certify that to the best of my knowledge this Consistency Checklist:</b>			
<ul style="list-style-type: none"> <li>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</li> <li>Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.</li> </ul>			
Name:	Cameron Newling	Signature:	
Title:	Environment Manager		
Company:	JHLOR	Date:	8/08/2019

This section is for Sydney Metro only.

<b>Application supported and submitted by</b>			
Name:		Date:	
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.

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



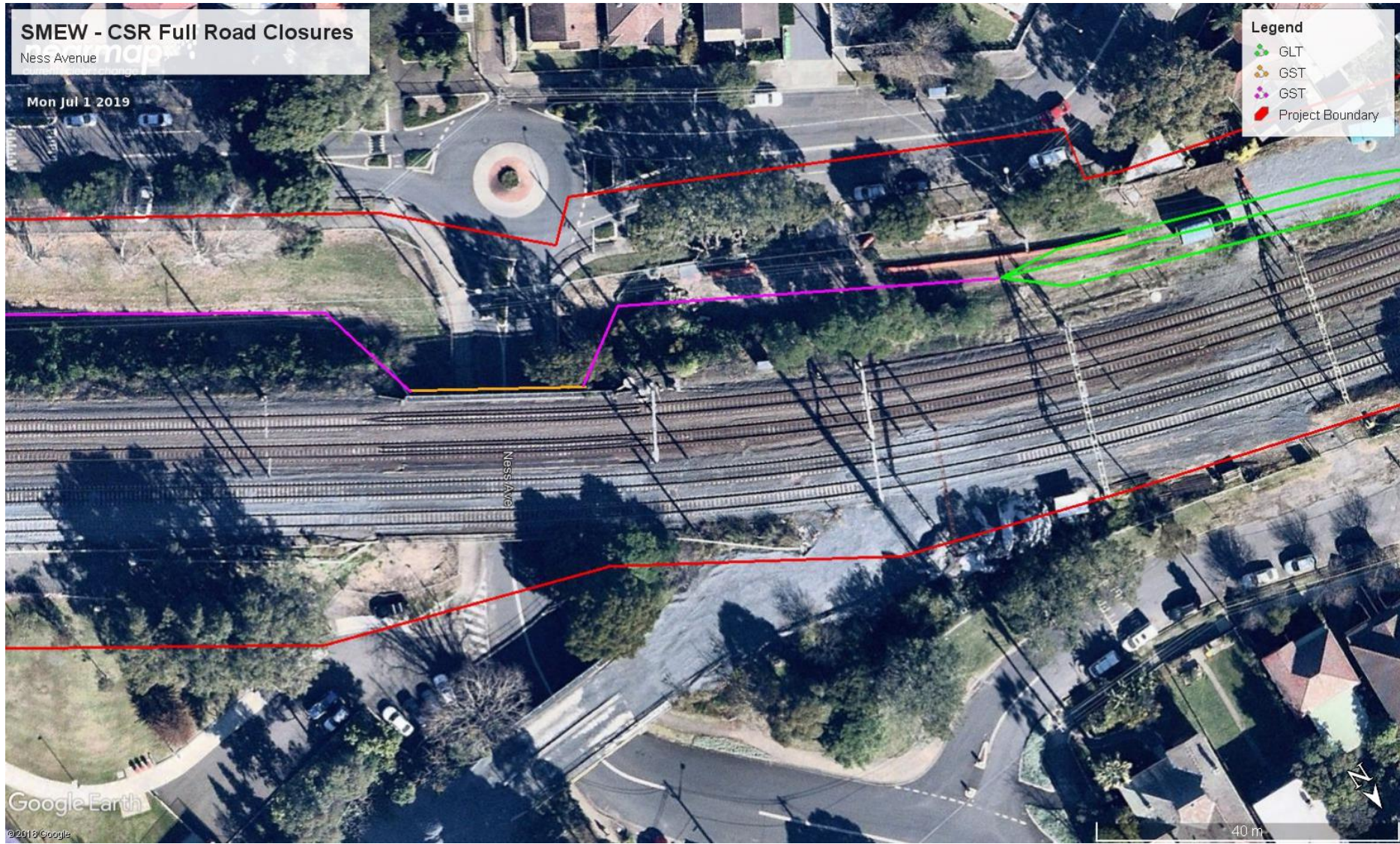
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## Appendix A – Site Location





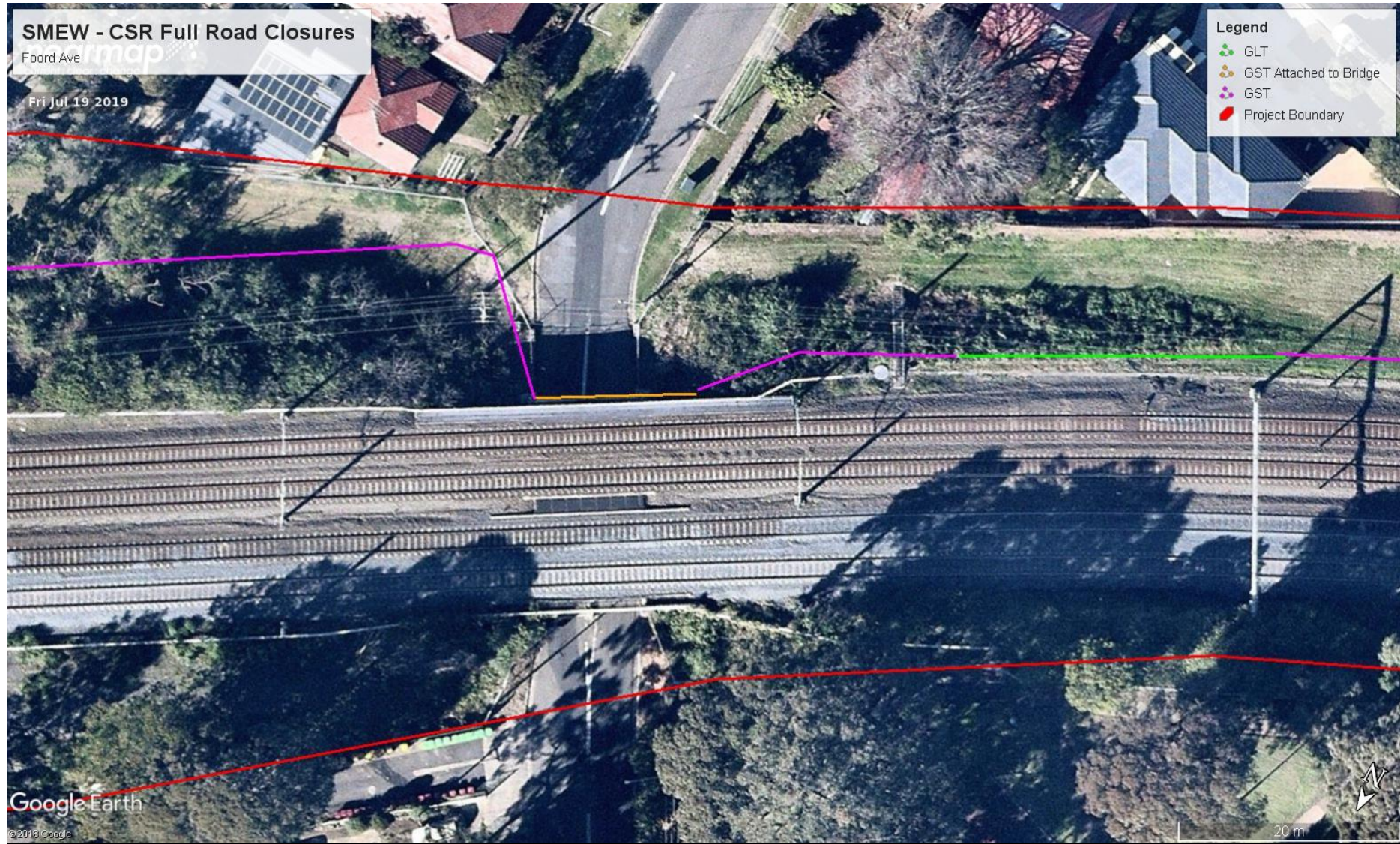






















## **Appendix B – Lot Details**

N/A – Works to occur within road reserve – no lot/DP details