



Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Way Street Laydown
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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

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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
 - 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.

This Planning Approval Consistency Assessment (PACA) relates to the inclusion of the Way Street Laydown Area within the SSJT1B project (refer to Appendix A for a Worksite image). The Way Street laydown area falls within the Sydney Trains corridor.

The area falls within the project boundary as shown within the *Sydney Metro City & Southwest – Chatswood to Sydenham – Submissions and Preferred Infrastructure Report*, as such, a Consistency Assessment for the use of the area was not required for SSJ works. The area is not included within the project boundary as shown within the *Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report*. This PACA aims to include the laydown within the Sydenham to Bankstown project for SSJ Tranche 1B (SSJT1B) use.

JHLOR has already gained landowner’s consent to use the area for SSJ works (refer to Appendix C).

The laydown area would be used to store inert construction components, such as troughs, pits, pipes, fencing and barriers. The laydown area would not be used to store waste or spoil associated with SSJT1B.

The area would be used from the date of approval of this PACA (and any other related approval document such as a Minor Works Assessment, Pre-Construction Traffic Management Document and Construction Traffic Management Plan etc.) until April 2020.

This area is subject to the Sydney Trains EPL. As such, standard construction hours would apply;

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

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Some works may be undertaken outside of these hours in accordance with the Sydney Trains EPL (EPL12208). An Out of Hours Work (OOHW) application will be produced and approved before any works commenced. The area is occasionally used outside of normal construction hours for SSJ works (under the SSJ EPL 21147). Any out of hours works and associated cumulative impacts will be considered within OOHW Applications.

A hiab truck will be the primary means of material delivery. A telehandler, multicrane or front end loader may be used to load and unload materials. This plant is already used within the area as part of SSJ works. Only a minimal amount of materials will be stored in the area. Therefore plant movements and delivery vehicle numbers are expected to be negligible. A water cart may be used during high winds, however the risk of dust within the area is minimal.

The area is generally staffed by 1-5 people during general construction, and 10-20 during rail possessions. There will be no additional staffing associated with the SSJT1B works.

There are no impacts upon utilities associated with the use of the laydown. Road authorities will be consulted with on access to the laydown via Way Street through the Pre-Construction Traffic Management Document and Construction Traffic Management Plan endorsement process (i.e. consultation through TTLG).

There will be no waste stored within the laydown from SSJT1B works. There will be no storage or dangerous goods or hazardous materials in the area associated with SSJT1B works.

3.0 Timeframe

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

Pending approval of this document (and other relevant approvals), the area will be in use from July 2019 until April 2020.

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 proposed laydown consists of hardstand and asphalted areas.

The land is owned and operated by Sydney Trains.

The land is located at Lot 1 DP 1001459.

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 laydown area slopes gently towards the Eastern Channel to the north west. A number of trees are located within the northern part of the laydown area. The laydown area is fenced in by security fencing and is surrounded by weeds and scrub. The Illawarra local and main lines are located to the east of the laydown. Some residential properties are located to the eastern side of the Illawarra locals and main line.

In accordance with the *Sydney Metro City & Southwest –Sydenham to Bankstown – Submissions and Preferred Infrastructure Report* there is no known protected flora or fauna within 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.

The additional laydown area is required to enable construction of the CSR between Marrickville and Hurlstone Park. Using the area will reduce reliance on laydown areas within the Sydenham to Bankstown alignment, which are generally closer to residential properties.

7.0 Environmental Benefit

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

- Dispersing the laydown will reduce noise and traffic impacts on residents close to the Sydenham to Bankstown project boundary.

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 CTMP, PCTMD, Construction Environmental Management Plan (CEMP) and sub-plans and Minor Works Approval (where required).

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. There will be no trimming or removal of vegetation as part of these works.	No change from the EIS and SPIR.	Y		
Water	Minimal runoff from hardstand area. No change from the EIS and SPIR.	Pre-existing erosion controls are sufficient to manage runoff. No change from the EIS and SPIR.	Y		
Air quality	Minimal dust from hardstand in high winds. No change from the EIS and SPIR.	Drive to conditions. Use water cart as required. No change from the EIS and SPIR.	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
Noise vibration	Occasional deliveries of construction materials and loading/unloading with a hiab truck (generally 1-2 per day) will have negligible impacts on nearby sensitive receivers that are located more than 75m away. Some construction traffic noise will be experienced at properties on Way St. The number of vehicles associated with SSJT1B works will be minimal, generally 1-2 movements per day. Way St leads to the XPT maintenance centre and Sydney Trains access gates, as such heavy vehicle use on these streets is pre-existing. Therefore the impacts associated with the use of the Way St laydown are minimal and are consistent with the EIS and SPIR.	No change from the EIS and SPIR. All work outside of standard construction hours to be assessed under an OOHW Application. Comply with mitigation measures as stated within the CEMP, CNVMP, PCTMD, CTMP and any MWA.	Y		
Indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Non-indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Community and stakeholder	Dispersing the site laydown will reduce impacts across the Sydneham to Bankstown project area.	Implementation of control measures as per the CEMP, PCTMD and CTMP	Y		
Traffic	An additional heavy haulage route will be utilised as part of SSJT1B. However the use of Way St as a haulage route is consistent with its current usage. The route will be assessed and approved under the PCTMD and the CTMP prior to use by SSJT1B.	Implementation of control measures as per the CEMP, PCTMD and CTMP	Y		
Waste	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Social	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
Economic	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Visual	Heavy vehicles will be present on local roads that were not previously identified within the EIS or SPIR. However, since these roads lead to the XPT maintenance centre and a rail corridor access gate heavy vehicle presence would be consistent with the day-to-day visual aspects of these roads.	Community consultation to occur as required.	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		
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 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:

- Heavy vehicle haulage routes associated with the Way St laydown are subject to SCO endorsement under the PCTMD and CTMP.



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	Date:	26/06/2019
Company:	JHLOR		

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	26/06/2019
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:	FIL CERONE	Date:	8 JULY 2019
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location

Figure 1 Way Street Laydown



