Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Sydney Water Laydown Area (Carrington Road)
Prepared by:	Daniel Keegan (JHLOR)
Prepared for:	Sydney Metro
Assessment number:	PACA-005 SMCSWSSJ-JHL-WSS-EM-REC-000008
Status:	Final
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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

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.

This Consistency Assessment relates to the establishment of construction laydown adjacent to the existing project boundary. The area is located within an area owned by Sydney Water, accessed via Carrington Road, Marrickville (refer to Appendix A for location).

The facility would consist of;

- Area for stockpiling of materials such as spoil, capping, stabilised sand and ballast
- Area for storage of construction materials associated with overhead wire, signals and CSR

- Installation of a hardstand area

An existing access track provides access to the area from an existing gate located at the end of Carrington Road, Marrickville. This access track will be weather proofed by the application of ballast compacted by static rolling.

Use of the facility would be mostly during rail possessions. Access may be required outside of possessions for deliveries and removal of waste spoil and other materials. There would be no change to existing project staffing levels.

Plant used would include;

- 2t tipper
- Excavator
- Telehandler
- 14t Hydrema
- Bogie
- Water Cart
- Street Sweeper (Carrington Road)
- Static Roller
- Various Hand tools

A Port-a-loo would be located within the area during possessions.

No bulk quantities of dangerous or hazardous goods would be stored.

A number of tree branches would be trimmed as part of the works.

NDD and service investigation works would be completed to identify the presence of any services that may be impacted by stockpiling or vehicle movements as verbally requested by Sydney Water.

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 17-18 November 2018 (WE20). It would be established 3 weeks prior. Further use would occur throughout the project, particularly during rail possessions of the Bankstown Line. Ongoing use will be undertaken in consultation with the land owner.

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 owned by Sydney Water (Lot 1 DP1007789, Lot 1 and 2 DP918243). Part of the Laydown is within Sydney Trains land, but outside of the current project boundary (Lot 2 DP805700). Refer to Appendix B for a map of lot details. JHLOR have obtained permission to utilise the land. See Appendix C.

The proposed Sydney Water Laydown Area is bordered by the Bankstown Line to the north and the XPT Service Centre line to the south. Access to the site is via Carrington Road, Marrickville. An existing access track leads to the laydown area (as shown in Appendix 1). The State Heritage Listed Sydney Water Sewage Pumping Station 271 is located on the same lot. The sewage pumping station complex consists of a combined boiler house and engine room, a large chimney stack and a residence.

During a site walk-over a pre-existing stockpile was observed within the area. The stockpile is currently covered in vegetation. The contents of the stockpile are unknown. JHLOR will not disturb the stockpile material as part of these 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.

Apart from the access track the majority of the area has ground cover from grasses. A number of well-established trees line the access track. The area also contains patches of weeds including Castor Oil Plant and Lantana.

The area gently slopes towards an existing concrete stormwater channel that conveys runoff into the Eastern Channel.

The area is surrounded by rail corridor. The nearest private properties are light industrial properties on Carrington, Road.

There is no known protect flora or fauna in the area.

The laydown is adjacent to the State Heritage listed Sewage Pumping Station 271.

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 proposed laydown is required to provide sufficient storage area for the Bankstown Line track works. There is no storage area available within the Fraser Park area. Any other potential storage areas within the vicinity of the project would require longer travel distances for plant and would potentially require material movements on public roads.

As such, there are no reasonable or feasible alternatives due to space constraints and access issues that restrict getting materials 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:

- Smaller travel distance for on-site spoil movement – resulting in reduced fuel consumption.
- This area is beneficial as it is already surrounded by rail corridor. Use of the area 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 the project Construction Environmental Management Plan (CEMP) and sub-plans. An ECM will be developed.

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 minor in nature and would the area would only be used only during the construction phase of works. Utilising the site will result in reduced fuel usage, relative to alternative laydown locations.

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 during the works. A number of branches will be trimmed from trees that line the access track.	An ecologist will assess any trees to be trimmed. Trees to be trimmed will be added to a tree report prior to trimming.	Y	Y	
Soil and Water	Negligible impacts from runoff when controls measures within the CEMP and Construction Soil and Water Management Plan (CSWMP) are implemented The facility would not be situated in a flood zone.	Implementation of control measures as per the CEMP, CSWMP and ECM Preparation of an area specific Erosion and Sediment Control Plan (ESCP)	Y	Y	
Air quality	Existing ground cover and appropriate stockpile management will result in minimal potential to generate any dust. The Air Quality Management Plan (AQMP) is in place	Implementation of control measures as per the CEMP, AQMP and, ESCP 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 laydown. Deliveries would occur mainly within standard construction hours and would be via Carrington Road, Marrickville which is zoned as industrial. No vibratory works will occur. The controls within the Construction Noise and Vibration Management Plan (CNVMP)	Implementation of control measures as per the CEMP, CNVMP and ECM Any works outside of normal hours will be subject to an out of hours work approval.	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
Indigenous heritage	There are no registered Aboriginal Heritage items in proximity to the works and no excavation works would be required for the laydown.	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	
Non-indigenous heritage	The Sydney Water Sewage Pumping Station 271 is located adjacent to the proposed laydown. The access track leading to the laydown will pass through the curtilage of the pumping station. With the appropriate mitigation measures, as included within the CEMP and Construction Heritage Management Plan (CHMP) there will be no direct impacts to the heritage or archaeological items in the area.	Implementation of control measures as per the CEMP and ECM Mitigation measures as per Section 7 of the CHMP 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 (CCS)	Y	Y	
Traffic	There would be minimal impacts on the community. Entry to the site would be via Carrington Road, away from Residential Receivers and in accordance with the Construction Traffic Management Plan (CTMP). The laydown is bordered on all sides by rail corridor. Access is through an existing Sydney Trains access gate.	Implementation of control measures as per the CEMP, CTMP and ECM	Y	Y	
Waste	The laydown will enhance waste management by providing additional stockpiling space.	All waste generated will be classified and disposed of in accordance with	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
	Waste will be managed in accordance with the Waste Management Plan and CSWMP	NSW EPA Waste Classification Guidelines. Implementation of control measures as per the CEMP, WMP, CSWMP and ECM			
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	
Visual	Visual impacts would be minimal. The facility would only be visible from the rail corridor and adjacent industrial premises. There is no direct line of sight between the laydown area and any residential property. This is also the case with light from lighting towers due to the Bankstown Line embankment. Visual impacts are to be managed in accordance with the Visual Amenity Management Plan.	Implementation of control measures as per the CEMP, VAMP 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	

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 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	Y	
Soil and Water	No change from the EIS and Modification 4	N/A	Y	Y	
Air quality	No change from the EIS and Modification 4	N/A	Y	Y	
Noise vibration	No change from the EIS and Modification 4	N/A	Y	Y	
Indigenous heritage	No change from the EIS and Modification 4	N/A	Y	Y	
Non-indigenous heritage	No change from the EIS and Modification 4	N/A	Y	Y	
Community and stakeholder	No change from the EIS and Modification 4	N/A	Y	Y	
Traffic	No change from the EIS and Modification 4	N/A	Y	Y	
Waste	No change from the EIS and Modification 4	N/A	Y	Y	
Social	No change from the EIS and Modification 4	N/A	Y	Y	
Economic	No change from the EIS and Modification 4	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 Modification 4	N/A	Y	Y	
Urban design	No change from the EIS and Modification 4	N/A	Y	Y	
Geotechnical	No change from the EIS and Modification 4	N/A	Y	Y	
Land use	No change from the EIS and Modification 4	N/A	Y	Y	
Climate Change	No change from the EIS and Modification 4	N/A	Y	Y	
Risk	No change from the EIS and Modification 4	N/A	Y	Y	
Other	No change from the EIS and Modification 4	N/A	Y	Y	
Management and mitigation measures	No change from the EIS and Modification 4	N/A	Y	Y	

12.0 Consistency with the Approved Project

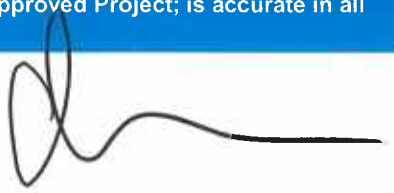
Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham
Is the project 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 temporary and 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 new environmental risks are outstanding. All risks would be adequately addressed through the application of the mitigation measures in the above tables
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 so as to avoid an adverse impact.

13.0 Other Environmental Approvals

Identify all other approvals required for the project:	• No other approvals outstanding.

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:	Cameron Newling	Signature:	
Title:	Environment Manager		
Company:	JHLOR	Date:	22/10/2018

Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

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:	Annabelle Tungol Reyes	Signature:	
Title:	Environmental Representative	Date:	23/10/2018

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	23/10/18
Title:	~~Environmental~~ Planning Manager (Approvals)	Comments:	
Signature:			

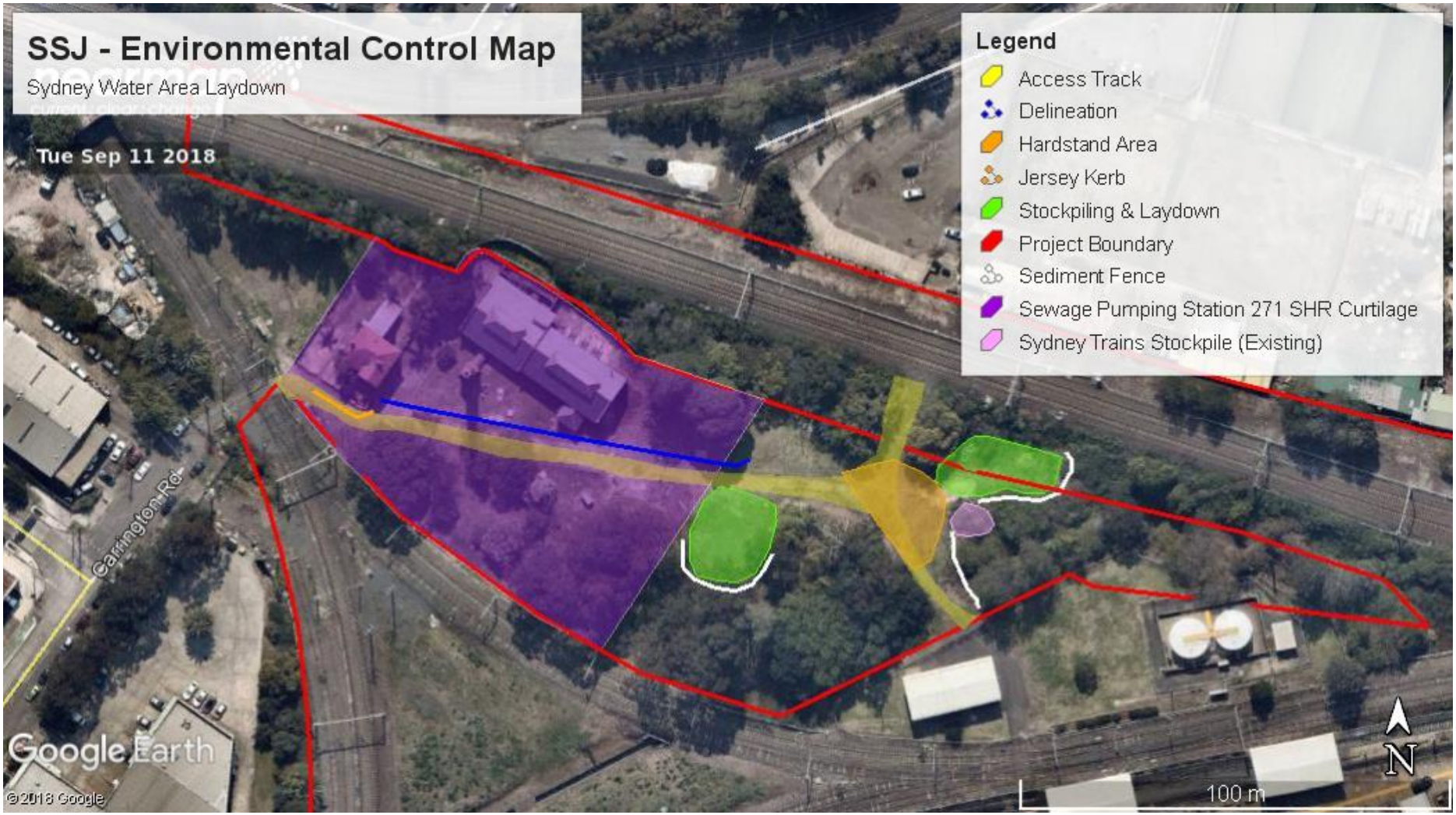
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes ☑ The proposed activity/works are consistent and no further assessment is required.

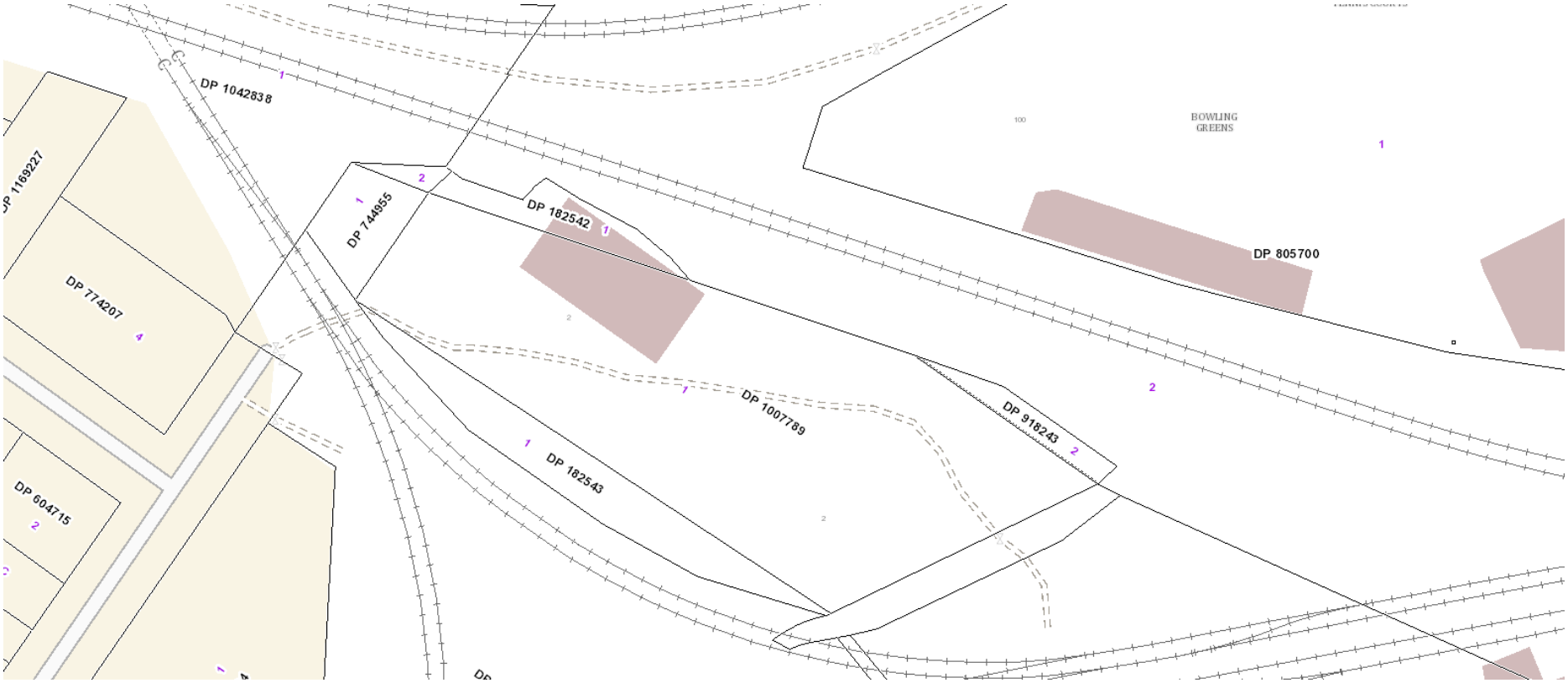
No ☐ The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	FIL CERRONE	Date:	25/10/18
Title:	Director, City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

Appendix A – Site Location



Appendix B – Lot Details



Appendix C – Landowner Consent

*Not attached for public version