



Integrated Management System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Sydney Water Laydown Area (Carrington Road)
<b>Prepared by:</b>	Daniel Keegan (JHLOR)
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	SSJ-PACA -003 SMCSWSSJ-JHL-WSS-EM-REC-000005
<b>Status:</b>	Final
<b>Version:</b>	2
<b>Planning approval:</b>	SSI 15_7400 (C&SW)
<b>Date required:</b>	17/08/2018
<b>iCentral number</b>	SM-18-00115428

Form information – do not alter:

<b>Form number</b>	SM ES-FT-414
<b>Applicable to:</b>	Sydney Metro
<b>Document Owner:</b>	Principal Manager, Sustainability, Environment & Planning
<b>System Owner:</b>	Executive Director, Safety, Sustainability & Environment
<b>Status:</b>	Final
<b>Version:</b>	2.0
<b>Date of issue:</b>	14 July 2017
<b>Review date:</b>	14 July 2018
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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. Two areas in the vicinity of Fraser Park are proposed;

- Within the rail corridor on ARTC land
- Within the Portuguese Club carpark

The Portuguese Club carpark is suitable for use as a construction laydown as is. Further establishment activities are required within the ARTC area including levelling of the existing ballast pad to reduce the slope gradient and the placing of a geofabric marker layer on top of the ballast.

Refer to Appendix A for a map of these locations.

The areas would be accessed via the existing access road within Fraser Park. Entry/Exit to Fraser Park will occur from Marrickville Road in accordance with the Traffic Management Plan.

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

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. Use of the area will occur on a continuing basis in consultation with ARTC and the Portuguese Club.

There would be no change to existing project staffing levels.

Plant used would include;

- 2t tipper
- Excavator
- Telehandler
- Multi-crane
- 14t Hydrema
- Bogie
- Water Cart
- Street Sweeper (Carrington Road)
- Static Roller
- Various Hand tools
- Concrete truck and concrete boom

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

No bulk quantities of 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 25-26 August 2018 (WE08). The ARTC area would be established 1 week prior. The Portuguese club carpark would initially be in use from Thursday 23<sup>rd</sup> to Monday 27<sup>th</sup> (consultation ongoing with Portuguese Club). Further use would occur throughout the project, particularly during rail possessions on the Bankstown Line. Ongoing use will be undertaken in consultation with the land owners.

It is noted that the use may continue to the end of the Project in March 2021 (pending ongoing consultation with the Land Owner's)

#### 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 ARTC (Lot 2 DP805700) and the Portuguese Club (Lot 1, DP805700). Refer to Appendix B for a map of lot details. JHLOR have obtained permission to utilise the land. See Appendix C.

The proposed Fraser Park Laydown Area is bordered by the ARTC Goods Line to the north and the Sydney Trains Bankstown line to the south. Access to the site is via Marrickville Road, Marrickville.

Access through the ARTC corridor will be maintained during the use of the ARTC Goods Line laydown.

Access will also be maintained to the Portuguese Club.

During a site walk-over it was observed that the ARTC Goods Line ARTC area has been stabilised with excess ballast.

The Portuguese Club carpark surface is in poor condition. It was observed that material from the Bankstown Line embankment has washed into Portuguese Club carpark.

#### 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.**

Ground cover consists of ballast within the ARTC Goods Line laydown and asphalt within the Portuguese Club carpark.

The ARTC Goods Line area drains towards the Sydney Trains rail corridor, before draining into the Portuguese Club carpark.

The Portuguese Club carpark drains towards the grassed playing field area.

A large tree resides in the south-west corner of the Portuguese Club Carpark. Items will not be stored under the drip line of any trees.

The area is surrounded by rail corridor. The nearest residential properties are on Meeks Road, Marrickville.

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

There are no heritage listed items within the area and no excavation will take place as part 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.**

The proposed laydown is required to provide sufficient storage area for the Bankstown Line works. There is no storage area available within the vicinity and access to other storage areas is not always possible due to track works. Furthermore, 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 a minor works approval (pre-construction phase) and the project CEMP and CEMP subplans (construction phase). 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 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 impacted during the works.	No change from EIS and Modification No.4. Implementation of the CEMP and Flora and Fauna Procedure during construction.	Y	Y	
Water	Negligible impacts from runoff when controls measures within MWA are implemented The facility would not be situated in a flood zone.	Implementation of control measures as per the minor works approval prior to construction. Implementation of the CEMP and CSWMP during construction. Preparation and implementation of ESCP	Y	Y	
Air quality	Existing ground cover and appropriate stockpile management will result in minimal potential to generate any dust.	Implementation of control measures as per the minor works approval prior to construction. Implementation of the CEMP and AQMP during construction	Y	Y	
Noise vibration	Minimal impacts. Works will be consistent with already approved activities. There are no residential receivers adjacent to the laydown areas. Deliveries would occur mainly within standard construction hours and would be via the existing access track and Marrickville Road, Marrickville which is zoned as industrial.	Implementation of control measures as per the minor works approval prior to construction. Implementation of the CEMP and CNVMP during construction. Any works outside of normal hours will be subject to an out of hours work approval.	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
Noise vibration Continued	The Portuguese Club will be consulted with in regards to potential noise impacts of any works in the vicinity of the club				
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 prior to construction. Implementation of the CEMP and CHMP during construction. Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure	Y	y	
Non-indigenous heritage	There are no listed heritage items within the vicinity of the works. The Sydney Water Sewage Pumping Station 271 is over 40metres away on the southern side of the Bankstown Line.	Implementation of control measures as per the minor works approval prior to construction. Implementation of the CEMP and CHMP during construction. 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	Implementation of control measures as per the minor works approval prior	Y	x	

(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
	Marrickville Road, away from Residential Receivers. The laydown is bordered on all sides by rail corridor. Access is through an existing Sydney Trains access gate. Loss of parking at the Portuguese club will occur in consultation with the Portuguese Club.	to construction. Implementation of the CEMP and CTMP during construction. Traffic Control as required			
Waste	The laydown will enhance waste management by providing additional stockpiling space.	All waste generated will be classified and disposed of in accordance with NSW EPA Waste Classification Guidelines A layer of geofabric will be used as a marker layer to prevent spoil and quarry materials from mixing with the existing ballast within the ARTC area. Implementation of control measures as per the minor works approval prior to construction. Implementation of the CEMP and CWMP during construction.	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	
Visual	Visual impacts would be minimal. The facility would only be visible from the rail corridor and adjacent sporting complex. 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	Implementation of control measures as per the minor works approval prior to construction. Implementation of the CEMP and VAMP during construction.	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
	the Bankstown Line and ARTC Goods Line embankments.				
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	

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 is 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.

<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	Date:	14/08/2018
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)

<b>As an approved ER for the Sydney Metro City &amp; 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.</b>			
Name:	Annabelle Tungol Reyes	Signature:	
Title:	Environmental Representative	Date:	15 August 2018

This section is for Sydney Metro only.

<b>Application supported and submitted by</b>			
Name:	Yvette Buchli	Date:	15/8/18
Title:	Environmental Planning Manager	Comments:	
Signature:			

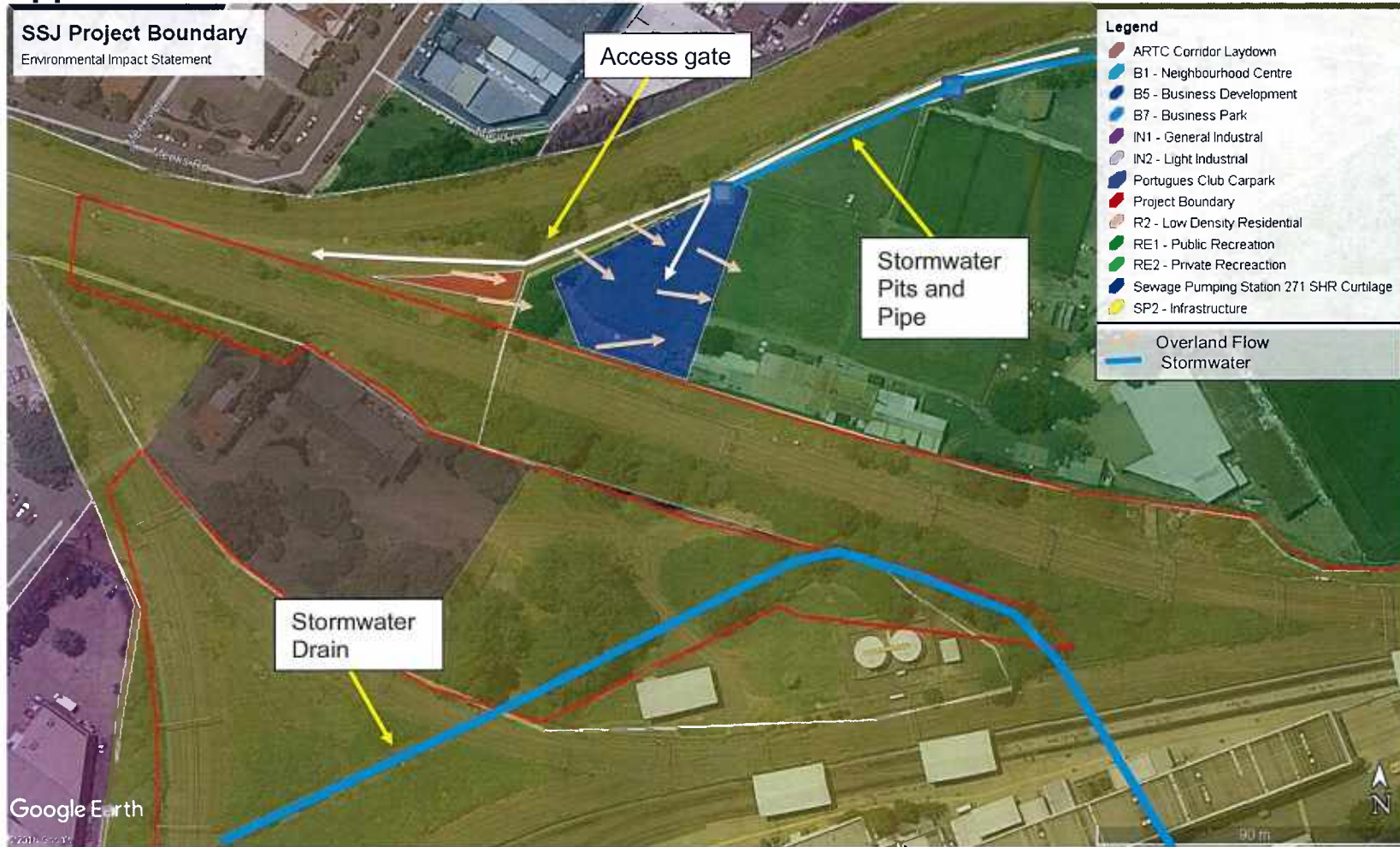
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- 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.



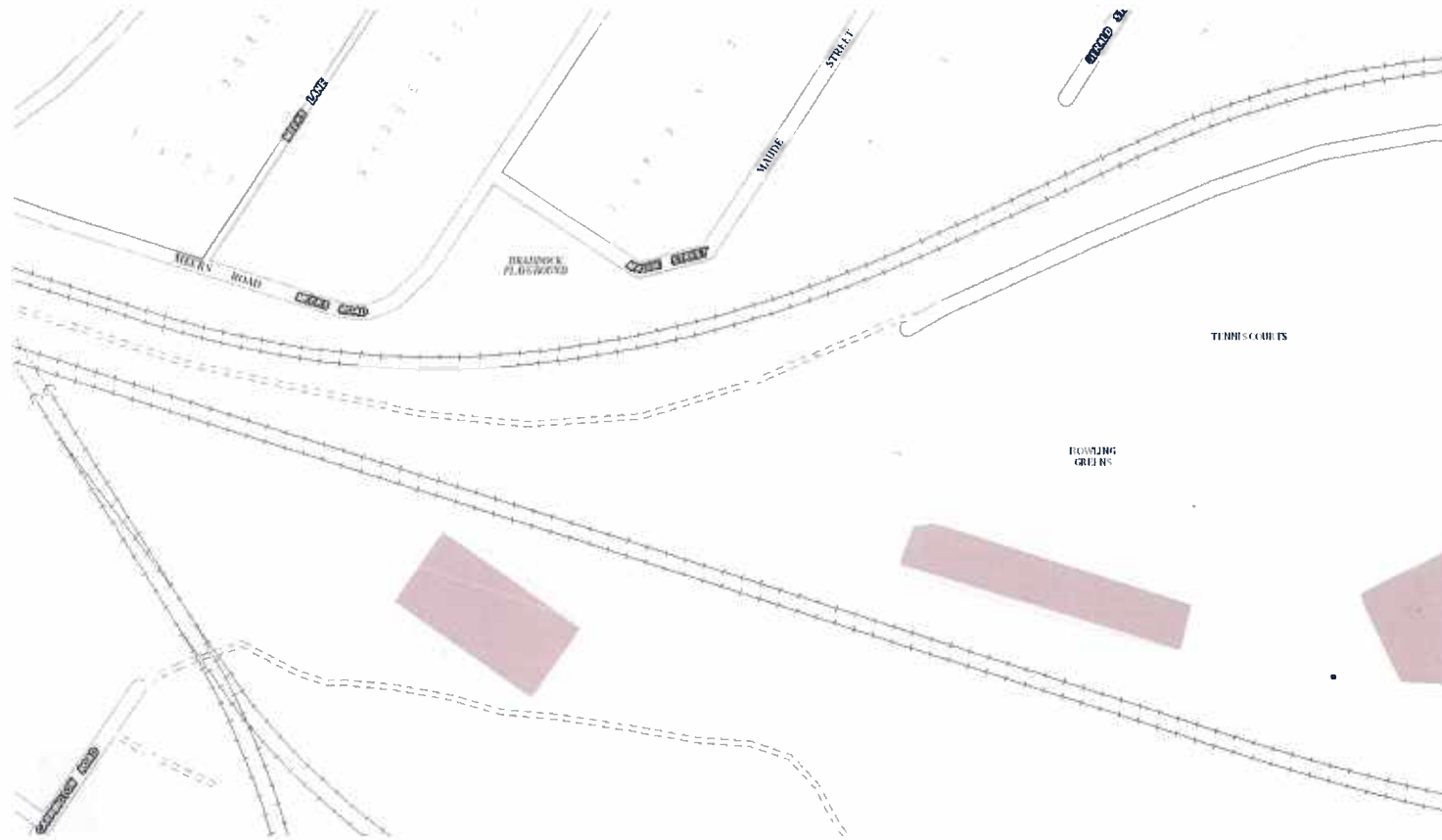
Endorsed by			
Name:	<i>FIL CERONE</i>	Date:	<i>16/8/18</i>
Title:	<del>Principal Manager</del> <i>Director</i> <del>Northwest</del> City & Southwest, Sustainability, Environment & Planning	Comments:	<i>-</i>
Signature:			

### Appendix A – Site Location





## Appendix B – Lot Details



**Unclassified**

Sydney Metro – Integrated Management System (IMS)

(Uncontrolled when printed)



## **Appendix C – Landowner Consent**

\*Also see attached ARTC Area photo as required by ARTC Representative

**Attachment removed as information is  
confidential, private and commercial**