



Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Turnout Build Area
Prepared by:	Daniel Keegan (JHLOR)
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 - 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

Mod 5 - Blues Point Acoustic Shed - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 6 - Administrative Changes - Modification to 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

Modification 5 – 2/11/2018

Modification 6 – 21/2/2019

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/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 a construction site and laydown within the rail corridor, but outside of the current modification boundary. The area falls 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 construction site within the Sydenham Metro upgrade works.

The area is located to the east of Marrickville Station, adjacent to the Victoria Road underbridge (refer to Appendix A for location).

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The construction site was used to build the turnouts required to be installed during the Christmas shutdown in 2019. The area will also be used to build the turnouts required to be installed during the WE44 possession in April 2020. Once constructed, the turnouts would then be transported down the Bankstown Line and installed during the shutdown. The laydown area adjacent to the ARTC line is an already established laydown area that has been in use by ARTC and Sydney Trains.

It is proposed to deliver the bulk of the materials required to construct the turnouts during the week prior to the WE44 possession. Oversized deliveries will be required to occur out-of-hours via Gate B off Victoria Road Access to the work area for staff will predominantly be via the platforms at Marrickville Station.

A telehandler, multicrane or front end loader may be used to load and unload materials, and to lift heavy components into place such as sleepers and rail. This plant is already used as part of the SMu works. A water cart may be used during high winds, however the risk of dust within the area is minimal as no ground would be broken. Most of the works would involve the use of handtools.

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

There would be no additional staffing required.

It is proposed that most of the works would be undertaken during standard hours. Some works may be undertaken outside of these hours in accordance with the LOR EPL (EPL 21147). An Out of Hours Work (OOHW) application will be produced and approved before any works commence.

3.0 Timeframe

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

The construction site and laydown area was used initially for the rail possession on the weekend of the 28-29 September 2019 (WE13), and over the shutdown over Christmas at the end of 2019. The proposed turnout build would take place over approximately a week at the end of 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 site is within the rail corridor on land owned by Sydney Trains and ARTC. JHLOR have access to this area as per Schedule E1 of the deed (Sites RC25 and RC26). See Appendix B.

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 turnout build area is situated between the Bankstown Line and ARTC lines. Both lines are active. The laydown area is an already established laydown area surrounded by vegetation consisting primarily of weeds and exotics. There are no known listed fauna or flora species in the area. The area is predominantly flat with no adjacent waterways or drainage infrastructure.

The area sits within the Archaeological Potential Zone for Marrickville Station Catchment as per the Sydenham to Bankstown EIS – See Appendix C.

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 construction site and laydown is required in order to construct the turnouts which are critical for the Christmas Shutdown and final track arrangement. All available space is currently being utilised and there are no other feasible options after discussions with Sydney Trains. If these works were not to proceed, the turnouts would not be able to be constructed and therefore the WE44 rail possession works would not be able to be completed in a timely manner.

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 Environmental Management Plan (CEMP) and sub-plans.

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.

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 Modification Report. There will be no trimming or removal of vegetation as part of these works.	No No change from the EIS and Modification Report	Y	Y	
Soil and Water	Minimal runoff from hardstand area. No change from the EIS and Modification Report.	Pre-existing erosion controls for hardstand are sufficient to manage runoff. No change from the EIS and Modification Report.	Y	Y	
Air quality	Existing ground cover will result in minimal potential to generate any dust. No change from the EIS and Modification Report.	No change from the EIS and Modification Report	Y	Y	
Noise vibration	Minimal impacts. Works will be consistent with already approved activities and are adjacent to the freight line and rail corridor where there are existing noise impacts. 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	

(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
Indigenous heritage	There are no registered Aboriginal Heritage items in proximity to the works and no excavation works would be required for the laydown. No change from the EIS and Modification Report	Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure	Y	Y	
Non-indigenous heritage	The area sits within the Archaeological Potential Zone for Marrickville Station. No ground will be broken so therefore the potential for impacting any relics is minimal. The heritage fabric of Marrickville Station would not be impacted. Advice was received from Artefact Heritage during the preparation of early works for the Sydenham to Bankstown Tranch 1A and 1B works. The Sydenham Metro upgrade works would be consistent with this advice. See Appendix D.	As per advice from Artefact Letter: In order to avoid heritage impacts as a result of the proposed non-invasive works the following measures would be adhered to: <ul style="list-style-type: none"> No subsurface works would be undertaken. Where works are within listed curtilages significant fabric would be protected with barricades, clearly separated from the laydown area. The Sydney Metro Unexpected Finds Procedure would be implemented in the unlikely event of an unexpected find during these works. 	Y	Y	
Community and stakeholder	There would be minimal impacts on the community.	Ongoing consultation and notification as per the Community Communications Strategy (CCS)	Y	Y	
Traffic	There would be minimal impacts on the community and road network. The bulk of deliveries would occur out-of-hours via Gate B off Victoria Road	Implementation of control measures as per the CEMP, CTMP and ECM	Y	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
Waste	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Social	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Economic	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Visual	Visual impacts would be minimal. The turnout build would occur between the existing live rail tracks and would only be visible from rail passengers.	No change from the EIS and Modification	Y	Y	
Urban design	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Geotechnical	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Land use	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Climate Change	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Risk	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Other	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	
Management and mitigation measures	No change from the EIS and Modification Report	No change from the EIS and Modification Report	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 Report	N/A	Y	Y	
Soil and Water	No change from the EIS and Modification Report	N/A	Y	Y	
Air quality	No change from the EIS and Modification Report	N/A	Y	Y	
Noise vibration	No change from the EIS and Modification Report	N/A	Y	Y	
Indigenous heritage	No change from the EIS and Modification Report	N/A	Y	Y	
Non-indigenous heritage	No change from the EIS and Modification Report	N/A	Y	Y	
Community and stakeholder	No change from the EIS and Modification Report	N/A	Y	Y	
Traffic	No change from the EIS and Modification Report	N/A	Y	Y	
Waste	No change from the EIS and Modification Report	N/A	Y	Y	
Social	No change from the EIS and Modification Report	N/A	Y	Y	
Economic	No change from the EIS and Modification Report	N/A	Y	Y	

(Uncontrolled when printed)

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

12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there 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:

- No other approvals outstanding.

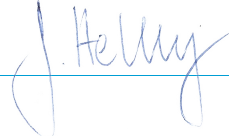
Author certification

To be completed by person preparing checklist.


<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <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:	Daniel Keegan	Signature:	
Title:	Environment Manager		
Company:	JHLOR	Date:	02/03/20

Environmental Representative Review

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


<p>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.</p>			
Name:	Jo Heltborg	Signature:	
Title:	Environmental Representative		
		Date:	25/03/20

This section is for Sydney Metro only.

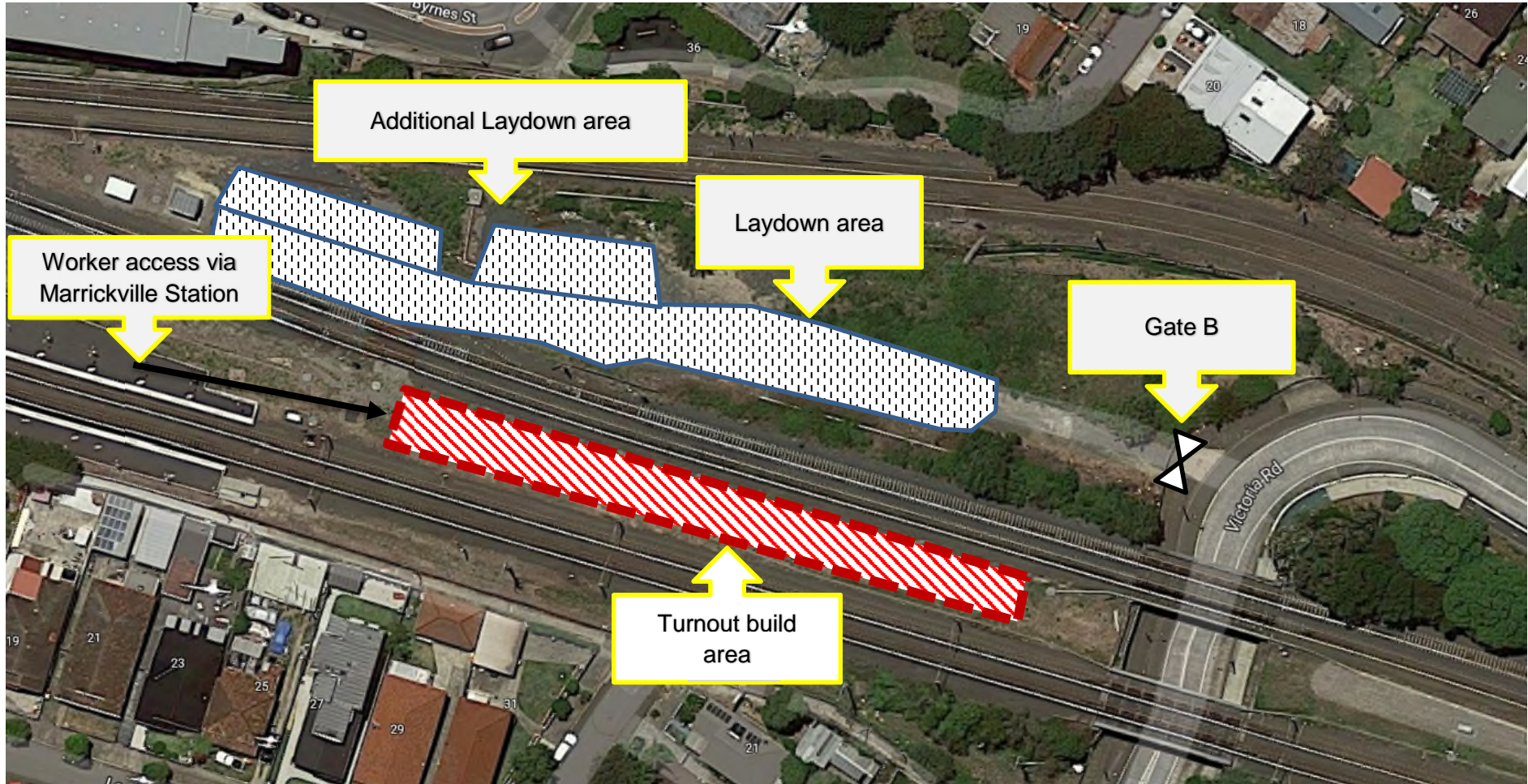
<p>Application supported and submitted by</p>			
Name:	Yvette Buchli	Date:	27 March 2020
Title:	Planning Manager	Comments:	
Signature:			

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

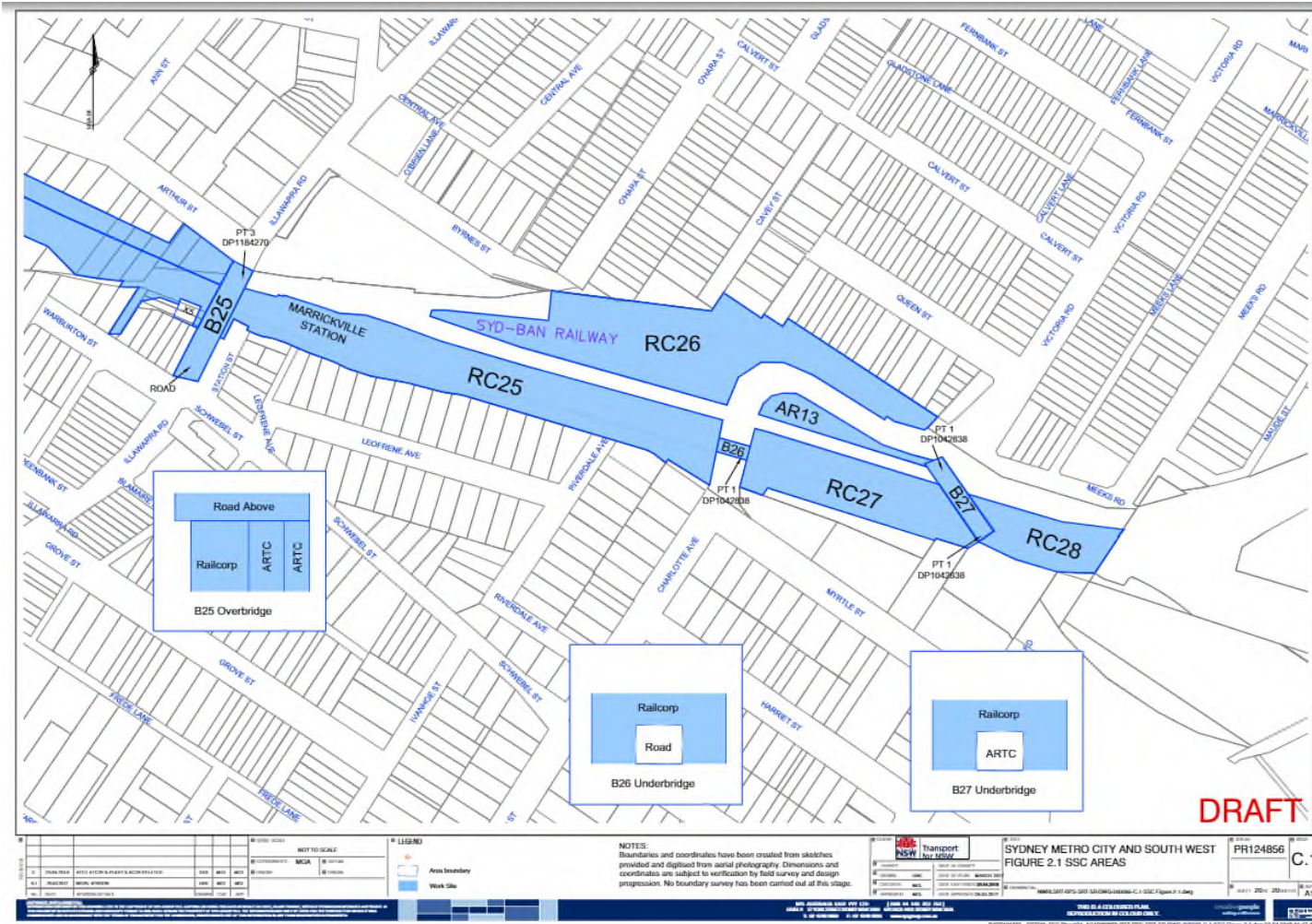
- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway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

Endorsed by			
Name:	Fil Cerone	Date:	21 April 2020
Title:	Director City & Southwest, Sustainability, Environment & Planning	Comments:	NII
Signature:			

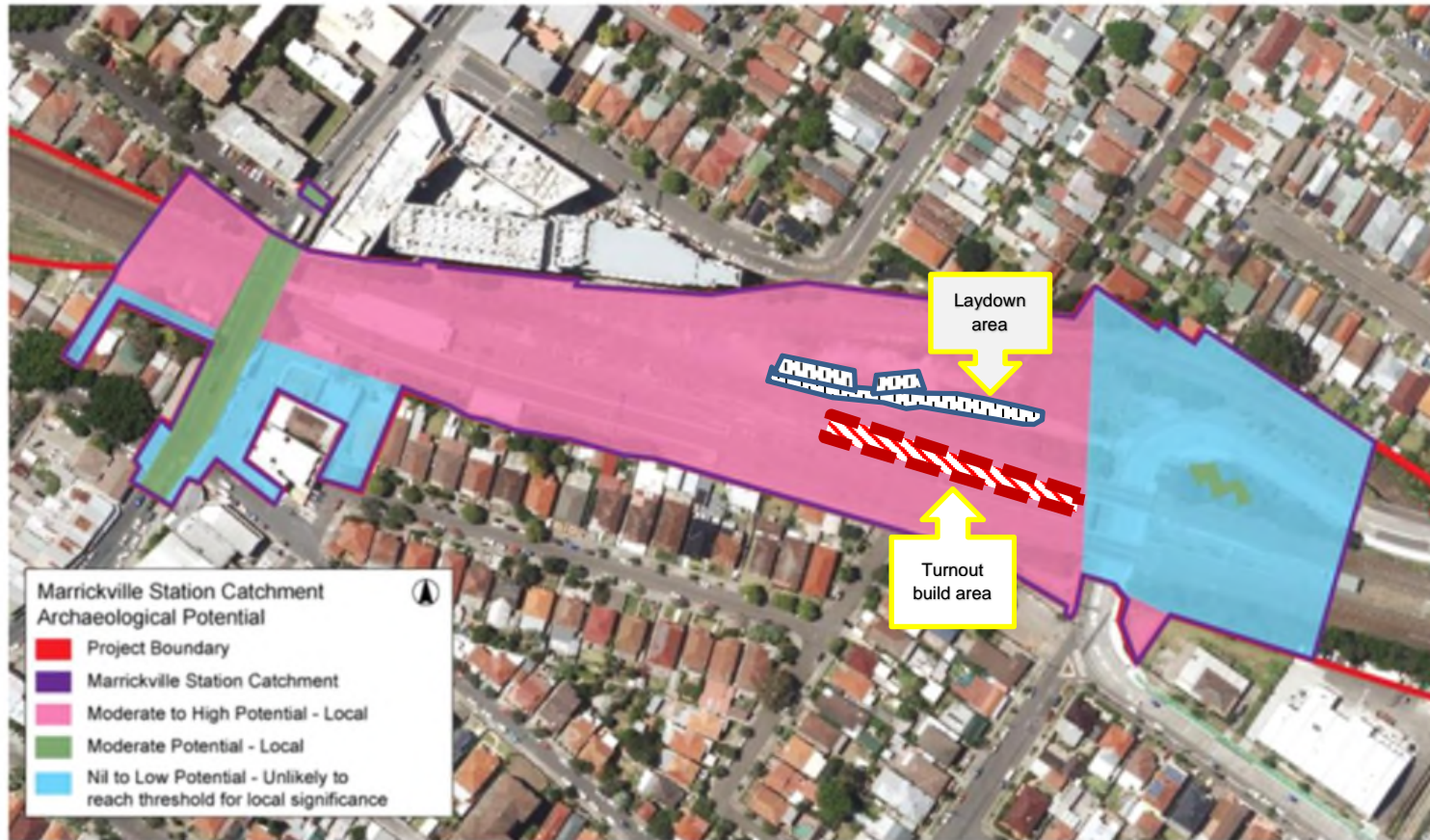
Appendix A – Site Location



Appendix B – Land Details



Appendix C – Archaeological Potential Map





Appendix D – Heritage Advice



Southwest Metro Early Works: advice on low impact activities

Project: South West Metro Early Works

Date: March 2018

Project site: Marriambi Station, Amberley and
Elmore Stations, Tambora

Author: Dr Sandra Wallace (Managing Director)

Contractor: JH&RJ

Contact: Ian Keegan

Introduction

The purpose of this memo is to assess potential heritage impacts as a result of use of laydown areas and stockpiling on existing hardstand installation of temporary fencing, minor vegetation clearing and various forms of non-intrusive service. These non-invasive activities would occur as part of the pre-construction works for the South West Metro Early Works (MEW) project. The works that are the subject of this memo would be undertaken at Marriambi Station, Amberley and Elmore Rail Stations. Marriambi and Amberley are listed on the State Heritage Register (SHR) and Tambora Station is listed on the Railcorp S100 register.

The MEW are part of the Sydney Metro South West project. The project was assessed as a critical State significance infrastructure project by the Minister for Planning and Environment under Part 5 Division 5.2 of the EP&A Act. The Minister's Conditions of Approval (CoA) were granted on 2 December 2017. The Construction Environmental Management Plan (CEMP) including the Heritage Sub-plan for the MEW project is currently being developed in accordance with conditions 3 of the CoA.

The conditions of approval stipulate that low impact works are able to be undertaken prior to the approval of the CEMP Heritage Sub-plan unless heritage items are affected or potentially affected.

Proposed Works

This memo relates to low impact activities within the Marriambi, Amberley, Elmore and Tambora Rail Stations and Archaeological Management Zones (AMZs). The locations of the listed rail stations and the extent of the archaeological management zones are shown in the pre-construction Minor Works Approval Form to which this memo is attached.

These works are required to prepare the project site for construction works. Number of activities will be undertaken as part of these works. These activities are described below.

Laydown areas

Number of laydown areas within the AMZs will be utilised. The laydowns will be used to store materials such as temporary galvanised steel trough, ground level trough, pits, pipes, fence components, traffic side safety fencing, silt erosion and sediment control materials, plant and

Equipment may also be parked within loading areas as required. Substrate impacts would not occur as the loading areas would be on existing hardstand. No new material would need to be placed on the loading surfaces as hardstand is already present.

Stockpiling

Stockpiling of waste and barrier material will occur within the M&S stockpiles. It will be covered to mitigate the risk of erosion. Excavators and front end loaders may be used to move and store stockpiles. Trucks and tippers will be used for transporting spoil to and from the stockpiling areas. Substrate impacts would not occur as the loading areas would be on existing hardstand. No new material would need to be placed on the loading surfaces as hardstand is already present.

Temporary Fencing

Temporary fencing, water filled barriers and kerbs will be installed within all stations to delineate work sites. These materials will be removed at the end of the project.

On-site safety fencing will be installed within the rail corridor to separate the rail from any working areas. Within the access, a small truck will be used to transport fencing panels and related components. These materials will be removed at the end of the project. A small truck will be used to deliver fencing panels and barriers. A telehandler or multi-trane may be used to lift the different components into position.

There would be no substrate impacts as a result of the installation of temporary fencing.

Clearing

Flipper snippers and saws will be used to remove grasses, weeds and shrubs in preparation for investigative works at all stations. Disturbance to the ground surface by using the flipper snipper will be avoided.

Heritage Impacts

There would be no archaeological impacts as substrate impacts are included in the scope of works.

At Marriaville station a proposed loading area extends into the SHR heritage but is limited to a small portion (around 20m x 20m) of the rail corridor. The loading area would result in negligible temporary visual impacts but would not impact significant fabric.

At Cambera station a loading area is proposed within the SLO register listed heritage but it is limited to a small portion of land to the north of the rail line (around 10m x 10m). The loading area would result in negligible temporary visual impacts but would not impact on any significant fabric.

There would be no heritage impacts as a result of the proposed low impact works.

Management Measures

In order to avoid heritage impacts as a result of the proposed non-invasive works the following measures would be adhered to:

- No substrate works would be undertaken.

- Where works are within listed utilises significant fabric should be protected with barriers clearly separated from the landon area
- The Sydney Metro unexpected finds procedure should be implemented in the unlikely event of an unexpected find during these works