



Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Retaining Wall 2 Additional Land
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 - 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.

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.

In accordance with the Southwest Metro Early Works (SMEW) Scope of Works and Technical Criteria (SWTC), JHLOR are required to install security fencing along the rail corridor boundary in a number of areas on the T3 Bankstown line. One of these areas is located on the country of the Canterbury Cooks River Bridge on the down track side (refer to Appendix A for Work location). This area is known as “Retaining Wall 2” (RW2).

A public path connecting Wairoa Street, Canterbury to Charles St Canterbury via the Canterbury Cooks River Pedestrian bridge runs between the Retaining Wall 2 worksite and Tasker Park. To safely undertake fencing works, JHLOR must occupy this path. By occupying the path, safety risks will be reduced by;

- Separating pedestrians/public from an area where plant is moving and lifting fence components into place
- Maintaining a secure worksite – the existing fence will need to be removed as part of the work, as such the area will need to be secured

This Consistency Assessment relates to the use of additional land, currently outside the approved Project Boundary, to undertake works during the Construction of the security fence. In agreement with City of Canterbury Bankstown Council, Sydney Metro has entered a lease agreement to enable Sydney Metro (or their contractors) to occupy the land (refer to Lease Agreement in Appendix C). The land will be returned to the public at the completion of works. Some laydown of inert materials will occur within the area.

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JHLOR will secure the land with temporary fencing at each end of the path with signage to redirect pedestrians between Wairoa St and the Canterbury Cooks River Pedestrian Bridge via Tasker Park (refer to Appendix A).

The subject area will be occupied between July 2020 and January 2021. Within this period, 8 weeks of fencing works will occur. Some laydown of materials within the area may occur during the period. Works are expected to occur during standard construction hours only. If works were to be undertaken outside of standard construction hours, the works would be subject to an Out Of Hours Work Permit. The area will be occupied 24/7 during the period.

Plant expected to be used for the fencing works includes;

- Excavator
- EWP
- Multi-crane
- Power tools

Works would involve 2-10 workers at any time.

There is no foreseeable impact to existing utilities.

There will be only minor amounts of waste generated from off-cuts. No hazardous substances or dangerous goods are expected to be used as part of the fencing.

3.0 Timeframe

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

Construction of the fencing and laydown of materials will take place between July 2020 and January 2021. Temporary fencing will be in place for the entire period due to liability issues associated with the lease.

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 land to be occupied forms a portion of Lot 2 DP818459 as shown in Appendix B. The land is owned by City of Canterbury Bankstown Council. Currently the land is used as a footpath for public access between Wairoa St and Charles St, via the Canterbury Cooks River Bridge.

The path is also used for vehicle access by Council and suppliers to the Canterbury Ice Rink and Canterbury Swimming Pool. Access will be maintained for these users by agreement.

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 area consists of an asphalted path, bordered by grass on either side. To the west of the area is the rail corridor and to the east is the Canterbury Ice Rink and Canterbury Swimming Pool. The area is contained by the rail corridor mesh fence, the ice rink building and the swimming pool fence.

There is one stormwater pit adjacent to the ice rink building and one stormwater pit within the rail corridor. Otherwise there is no formal drainage in the area with rainfall runoff flowing towards Tasker Park, the Cooks River or infiltrating into the ground.

There are some trees located nearby, but not within, the land to be occupied, particularly within the swimming pool property.

Nearby land use (ice rink, swimming pool, Tasker Park) is predominately used by the community for recreation. The path itself is also used for pedestrians and cyclists.

There is no known protected flora or fauna or other environmentally sensitive area within the land to be occupied.

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 area will be occupied to safely install the security fence for the Retaining Wall 2 area. Due to the limited space within the rail corridor in this area it is difficult to install the fence from within the rail corridor only.

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), CEMP sub-plans, Community Consultation Strategy (CCS), Construction Traffic Management Plan (CTMP) and associated pedestrian and cyclist detours/alternate routes.

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.	Comply with mitigation measures as stated within the Tree Report, CEMP and CEMP sub-plans.	Y	Y	
Water	No change from the EIS and SPIR.	Include this area within the Erosion and Sediment Control Plan for the area – include any controls required to mitigate erosion/dirt tracking at the access point. No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.	Y	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	Y	
Noise vibration	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	Y	
Indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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
		Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.			
Community and stakeholder	<p>There will be some changes to pedestrian and cyclist routes in the area to accommodate the occupation of the land. In particular the path between the Cooks River Footbridge and Wairoa St, alongside the rail corridor will be closed and a detour via Tasker Park will be put in place. The occupation will be temporary (6 months) and as such overall impacts will be negligible once control measures are implemented. The land is currently only used for people to access between the Cooks River footbridge and Wairoa St and offers little other amenity and provides no use to the community that cannot be replaced by an alternative route.</p> <p>A shared pedestrian and cyclist detour with appropriate signage will be established to direct people safely around the work-site (via Tasker Park). The detour path is paved and similar to the existing path. However, the detour path is marginally longer (360m compared to the 220m Retaining Wall 2 path).</p> <p>Stakeholders including the ice rink, swimming pool and council will continue to have access to the area as they require.</p>	<p>Pedestrian and cyclist detour route to be established.</p> <p>Community consultation and notifications, including;</p> <ul style="list-style-type: none"> - Site signage advising of footpath closure 7 days prior to closure - Specific notification to surrounding community - Consultation with businesses 2 weeks prior to closure <p>Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP</p>	Y	Y	
Traffic	<p>No impacts to road traffic – refer to Community and stakeholder section above for impacts to pedestrians.</p> <p>The detour is paved similarly to the existing path.</p>	<p>No change from the EIS and SPIR.</p> <p>Comply with mitigation measures as stated within the CTMP, CEMP and CEMP sub-plans.</p>	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
	<p>It is noted that the detour may be accessed by Council and it's contractors (including lawn movers, utes, trucks etc) to service the park and swimming pool. Pedestrian and cyclist movement on the detour path is likely to cause no or negligible damage to the path. Where JHLOR works result in damage to the original route (Retaining Wall 2 path and adjacent grass), JHLOR will repair the damage.</p> <p>The new detour will be included in the CTMP and stakeholders, including City of Canterbury Bankstown Council, will be consulted through TCG/TCLG meetings and CTMP review.</p>				
Waste	No change from the EIS and SPIR.	No change from the EIS and SPIR. Implementation of control measures as per the CEMP.	Y	Y	
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Economic	No loss of access for businesses associated with the works. No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Visual	Plant and equipment will temporarily occupy the area – construction plant and equipment is consistent with the operation of railways and is therefore consistent	Comply with mitigation measures as stated within the CEMP, CEMP sub-plans, including the VAMP.	Y	Y	
Urban design	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Land use	The area is currently used as a pedestrian route. This will change temporarily to a work-front. The	No change from the EIS and SPIR.	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
	area will be returned to it's previous use and condition upon completion of the works.				
Climate Change	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Risk	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Other	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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 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			

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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
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			
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:

- N/A

Author certification

To be completed by person preparing checklist.

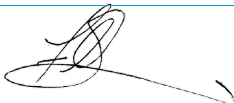
<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <ul style="list-style-type: none"> Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information. 			
Name:	Dan Keegan	Signature:	
Title:	Environment Manager		
Company:	JHLOR	Date:	7/07/2020

This section is for Sydney Metro only.

<p>Application supported and submitted by</p>			
Name:	Yvette Buchli	Date:	8 Jul 2020
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

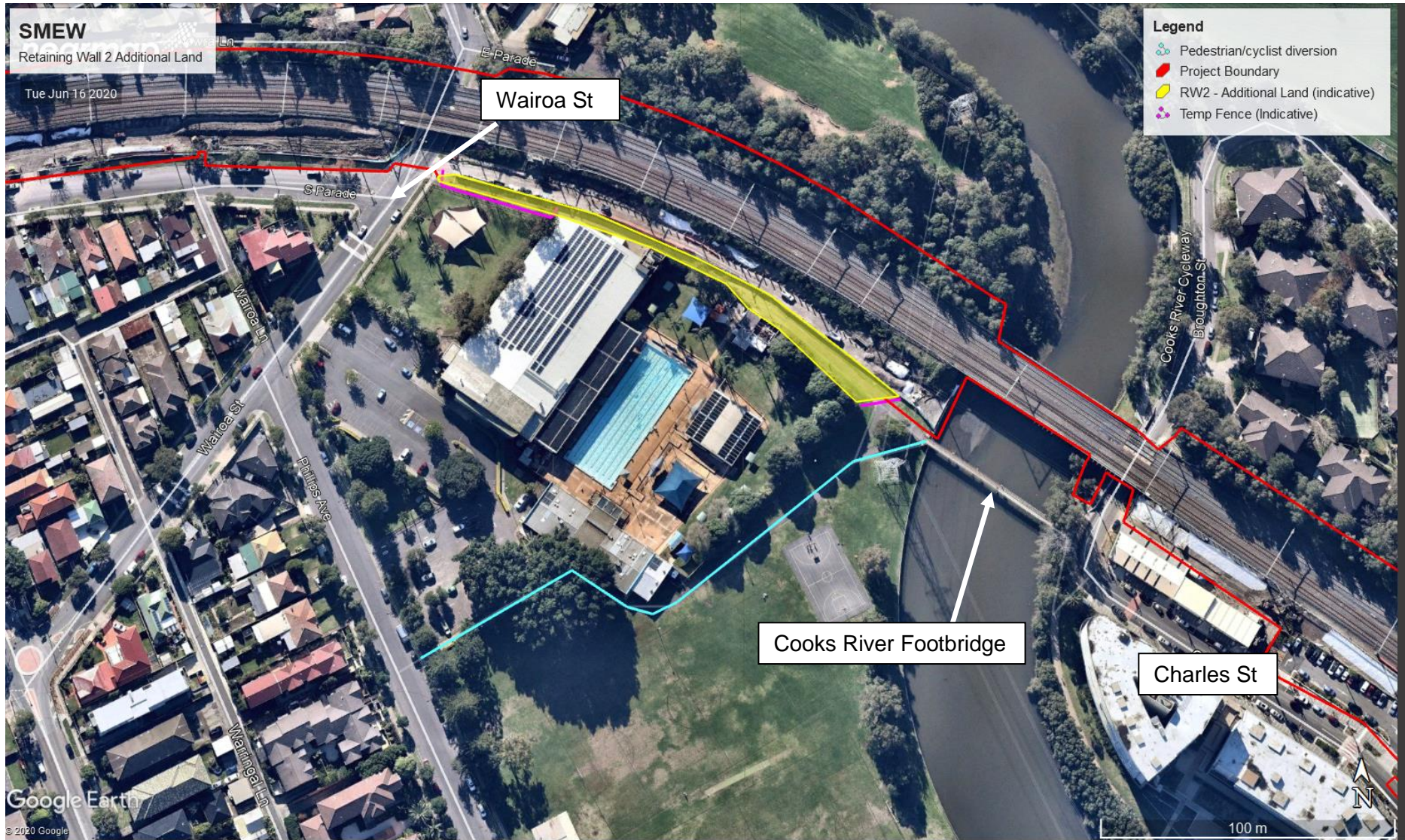
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- 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.

<p>Endorsed by</p>			
Name:	Fil Cerone	Date:	14 July 2020
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	N/A
Signature:			

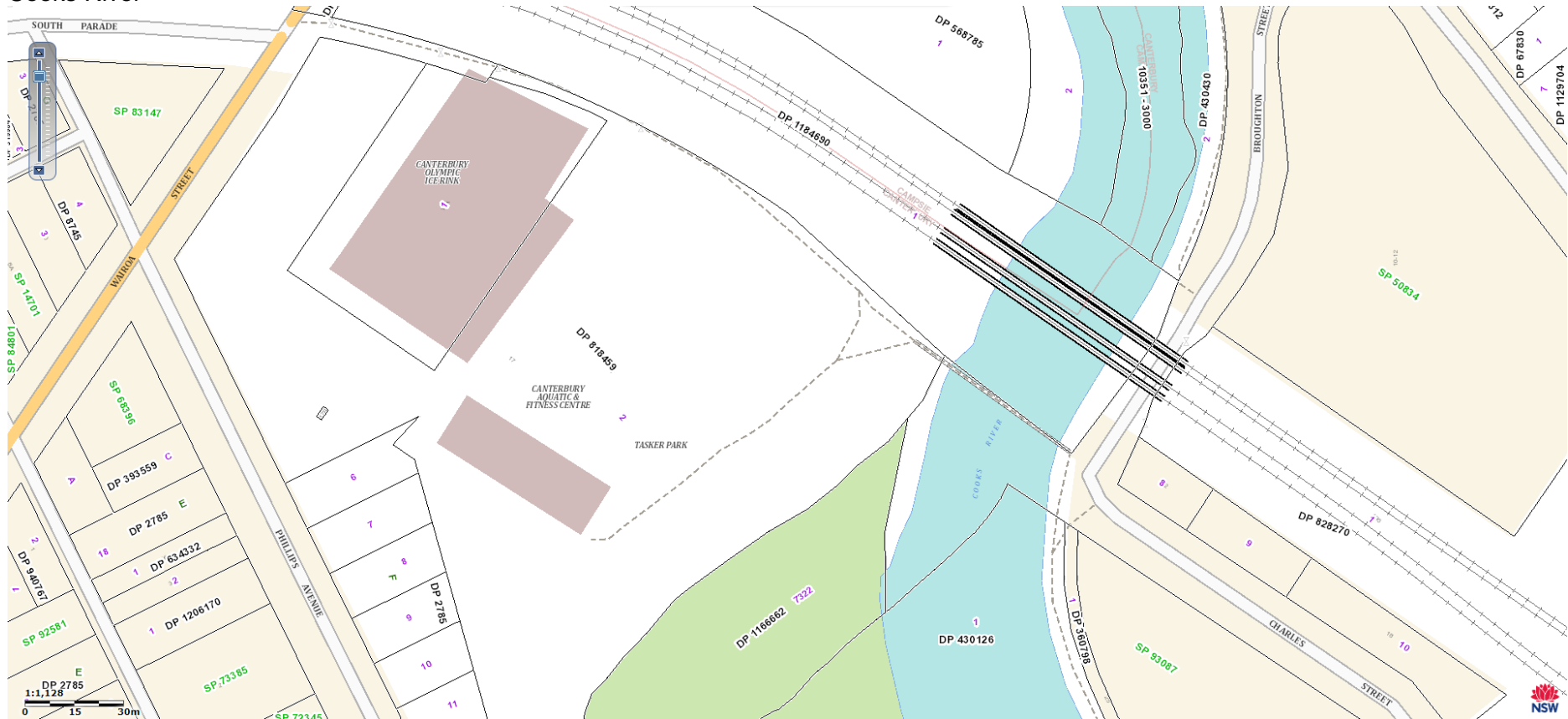


Appendix A – Site Location



Appendix B – Lot Details

Cooks River



Unclassified

Sydney Metro – Integrated Management System (IMS)

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Appendix C – Land Owners Consent

Refer to Lease Agreement