



Integrated  
Management  
System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Fred Kelly Park temporary closure
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<b>Prepared for:</b>	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)):**

- CSSI 10038 Sydney Metro West Concept and Stage 1 (11 March 2021)
- Administrative Modification 1 (28 July 2021).

**Date of determination:**

11 March 2021

**Type of planning approval:**

CSSI, Critical State Significant Infrastructure

**Description of existing approved project you are assessing for consistency:**

**Sydney Metro West (the Concept)**

Sydney Metro West (the Concept) would involve the construction and operation of a metro rail line around 24 kilometres long between Westmead and Hunter Street in the Sydney CBD. The key components are expected to include (as described in Chapter 6 of the Environmental Impact Statement (EIS)):

- Construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
  - Tunnels, stations (including surrounding areas) and associated rail facilities
  - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Ancillary development.

**Sydney Metro West - all major civil construction works between Westmead and The Bays (the approved project)**

The Sydney Metro West Project Concept and all major civil construction works between Westmead and The Bays, including station excavation and tunnelling was determined on 11 March 2021. The scope of Stage 1 of the planning approval process for Sydney Metro West (the approved project) is described in Chapter 9 of the EIS, with the key features including:

- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities
- Civil work for the stabling and maintenance facility at Clyde.

To construct the above, the Sydney Metro West Stage 1 is divided into multiple packages, each with their own design and construction scope. The package relevant to this Consistency Assessment is the Central Tunnel Package (CTP) which has an overall design and construction timeframe of approximately three years, from July 2021 to Q4 2024.

The approved works at Five Dock Station include the following:

The establishment of two construction sites, a western construction site and an eastern construction site:

- The Five Dock Station western construction site would cover about 4,150 square metres and is located between Great North Road and East Street, to the north of Fred Kelly Place and south of St Albans Anglican Church.
- The Five Dock Station eastern construction site would cover about 2,150 square metres and occupies the Second Avenue council car park and a number of residential properties located on Waterview Street.

Five Dock Station will be excavated using a mined technique. Shafts would be excavated within the two construction sites to provide access during construction. The construction sites would include spoil storage and removal, water supply, water treatment and disposal, material storage and office facilities, worker amenities and parking would be included at the eastern construction site. The excavations would require the removal of about 165,000 cubic metres of spoil.

**Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):**

- Sydney Metro West Concept and Stage 1, Environment Impact Statement, April 2020

- Sydney Metro West Concept and Stage 1, Amendment Report, November 2020
- Sydney Metro West Concept and Stage 1, Submissions Report, November 2020
- Sydney Metro West Concept and Stage 1, Assessment Report (SSI 10038), March 2021
- Sydney Metro West Concept and Stage 1, Conditions of Approval (CoA), released on 11 March 2021 and updated on 28 July 2021.

## 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 is relevant to the Five Dock site. The Five Dock Station is described Section 9.5.8 of the EIS. The Five Dock Station would require two construction sites, a western construction site and an eastern construction site (shown in Figure 3) and described in Section 1:



Figure 1 - Five Dock Station Site



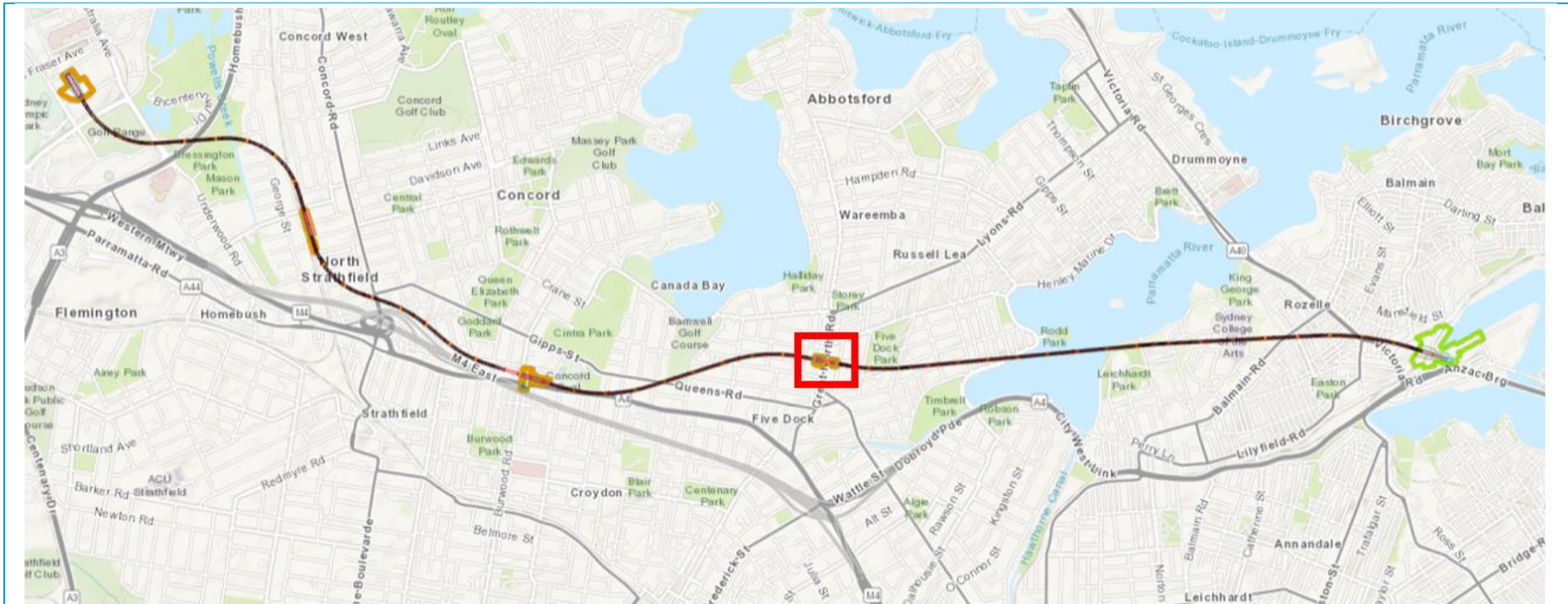


Figure 2 - Location of Five Dock Station Site

As part of the establishment of this site, to enable tunnelling works to be undertaken, demolition of the existing buildings needs to be completed to enable the establishment of the site facilities, including the erection of the spoil shed.

In order for this demolition to be undertaken safely and minimise interaction with the public, an exclusion zone needs to be established within Fred Kelly Place during the demolition of adjacent buildings as shown in Figure 3. Fred Kelly Place is a plaza located off Great North Road in the centre of Five Dock, comprising a playground, public seating and public toilets.

This requires the installation of temporary fencing and pedestrian diversions to create an exclusion zone during demolition activities. The area will still be open for pass-through pedestrian traffic, however, the playground, seating area and public toilets will be closed due to proximity to the buildings required to be demolished; the demolition adjacent to Fred Kelly Place and the playground is a potential safety issue to passing public, even in consideration of available controls including scaffolding etc.

The proposed period of time that Fred Kelly Place will be closed is proposed to be limited to about three night shifts to erect the demolition scaffold, one week for the demolition and three night shifts to remove the demolition scaffold. This timescale is weather dependent, but the aim is to limit the closure, and therefore disruption, as far as practicable.

This period allows for:

- tree trimming
- scaffold installation
- demolition
- scaffold demobilisation.

End-to-end access will be maintained for pedestrians however the playground area will need to be closed completely during this time.

Consultation will be undertaken with Council with regards to minimise impact to the general public, including:

- timing and duration of this closure
- provision of alternative public toilets
- pedestrian diversions

Relevant permits from the Council will be obtained as part of the proposed consultation with the Council. No construction works are proposed within the identified exclusion area, which will be established outside the Project footprint given the buildings for demolition form the edge of the project boundary. The exclusion area is not intended to act as a 'construction site' and is intended to provide a buffer between the Project and the public. All scaffolding works will take place within the already approved construction site.





Figure 3 Five Dock indicative demolition exclusion zone.

### 3.0 Timeframe

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

The proposed change is proposed to take place in April 2022 and is proposed to be limited to about three night shifts to erect the demolition scaffold, one week for the demolition and three night shifts to remove the demolition scaffold. This timescale is weather dependent, but the aim is to limit the closure, and therefore disruption, as far as practicable. This will be determined in consultation with Council.

### 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.**

Five Dock Station is located towards the middle of the Five Dock local commercial centre at Great North Road, with a proposed future station entrance on Fred Kelly Place. As described in the EIS<sup>1</sup>, Five Dock Station will be constructed from two surface construction sites, a western construction site and an eastern construction site as described below:

- The Five Dock Station western construction site would cover about 4,150 square metres and would be located between Great North Road and East Street, to the north of Fred Kelly Place and south of St Albans Anglican Church.
- The Five Dock Station eastern construction site would cover about 2,150 square metres and would occupy the Second Avenue Council car park and a number of residential properties located on Waterview Street. The construction site would be used to excavate Five Dock Station using a mined technique.

As described in Section 2, Fred Kelly Place is a plaza located off Great North Road in the centre of Five Dock, comprising a playground, public seating and public toilets. Fred Kelly Place includes items such as a sculpture/artwork, a plaque commemorating the opening of Fred Kelly Place and Gallipoli veteran Frederick John Kelly, a community library box and some street trees.

### 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.**

<sup>1</sup> EIS Section 9.5.8 *Five Dock Station construction site*

The Five Dock Station is located within the Five Dock commercial area, being an existing built-up area of mixed land use including commercial and residential areas. Fred Kelly Place is a plaza located off Great North Road in the centre of Five Dock, comprising a playground, public seating and public toilets. The plaza is usually busiest on weekends and works are consequently planned to avoid these periods.

The site has been heavily disturbed as part of previous development, and there is no naturally occurring native vegetation present within Fred Kelly Place.

Additionally, the site does not contain any sensitive environmental features and the nearest waterway is Iron Cove Creek / Dobroyd Canal which is a concrete-lined disturbed waterway located approximately 700 metres to the southeast. The proposed change is located on Great North Road which is directly adjacent to the Five Dock construction site.

## 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.**

A safety exclusion zone is required for demolition and tree trimming activities. As the buildings that are being demolished extend to the edge of the project boundary, this exclusion zone needs to be established outside the project boundary and within the adjacent Fred Kelly Place.

There is no safe alternative to the closure of Fred Kelly Place, given its close proximity to the demolition works, however the closure is proposed to be limited by undertaking some of the works during night shift.

## 7.0 Environmental Benefit

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

The key environmental benefit is improved public safety.

## 8.0 Control Measures

**Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?**

The Five Dock construction site will be managed under the project CEMP (Construction Environment Management Plan). Appropriate control measures are already identified in the CEMP that will accommodate the changes proposed in this assessment. Any additional requirements may be identified as part of Council consultation.

## 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?**

The effects of climate change on the Sydney Metro West Stage 1 project was discussed in the EIS Chapter 26. The proposed change is expected to result in a negligible change to that assessed in the EIS.

## 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	Tree trimming is required to enable the demolition of the buildings and establishment of the site facilities. This will be undertaken in accordance with the CEMP.	No additional measures	Y	Y	
Water	No change from approved project.	No additional measures	Y	Y	
Air quality	No change from approved project.	No additional measures	Y	Y	
Noise and vibration	No change from approved project.	No additional measures	Y	Y	
Indigenous heritage	No change from approved project	No additional measures	Y	Y	
Historical heritage	No change from approved project	No additional measures	Y	Y	
Community and stakeholder	The local community will be temporarily impacted by the partial closure of the area for approximately two weeks (weather dependent). Consultation is ongoing with Council as part of the permit process to mitigate this impact. A community engagement program will be implemented to ensure the community and local businesses understand why a temporary partial closure is required and how long it will be in place. Activities will include a community drop-in session at Fred Kelly Place, notifications, signage and meetings with affected residents.	Obtaining Council permits as required.	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
Traffic	No change from approved project	No additional measures	Y	Y	
Waste	No change from approved project.	No additional measures	Y	Y	
Social	<p>Fred Kelly Place will be partially closed (with end-to-end access still available for thoroughfare) and access to the playground, seating area and toilets will be closed. The provision of a temporary accessible toilet provides some mitigation for the closure of the toilets.</p> <p>This is an unavoidable impact to ensure the safety of the community during demolition activities as discussed herein. Further consultation will be undertaken with Council with regards to timing and obtaining relevant permits.</p> <p>It is believed the improved safety outcome validates the need for this temporary impact.</p>	Obtaining Council permits as required.	Y	Y	
Economic	A short term impact to local businesses may be expected as passing trade will be reduced by the closure. However, the very limited duration of the closure does not justify any additional measures.	No additional measures	Y	Y	
Visual	The establishment of the exclusion zone will create a minor and temporary visual impact within Fred Kelly Place and to the residents overlooking Fred Kelly Place. It is noted that the site will be established adjacent to Fred Kelly Place for the duration of the construction period, as approved in the EIS, which will have a greater impact.	No additional measures	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
	Shadecloth and project signage will be installed on the fencing for the exclusion zone as required for all site fencing.				
Urban design	No change from approved project	No additional measures	Y	Y	
Geotechnical	No change from approved project	No additional measures	Y	Y	
Groundwater	No change from approved project	No additional measures	Y	Y	
Land use and property	No change from approved project	No additional measures	Y	Y	
Climate Change	No change from approved project	No additional measures	Y	Y	
Risk	As described in Section 6, the proposed change is proposed to minimise risks associated with demolition and demolition activities.	No additional measures	Y	Y	
Other	No change from approved project	No additional measures	Y	Y	
Management and mitigation measures	No change from approved project	No additional measures	Y	Y	

## 11.0 Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Stage 1 of the planning application for Sydney Metro West (subject of this Consistency Assessment) is for major civil construction work for Sydney Metro West between Westmead and The Bays. At this stage, measures to avoid or minimise impacts have been developed only for major civil construction work for Sydney Metro West between Westmead and The Bays – which involves construction only. Impacts applicable to the operational aspects of Sydney Metro West including operation stage environmental mitigation measures would be developed when planning approval applications are made for future stages. As such, operational impacts of the proposal are not applicable, and therefore there are no changes from the approved project are anticipated.

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 approved project	No additional measures	Y	Y	
Water	No change from approved project	No additional measures	Y	Y	
Air quality	No change from approved project	No additional measures	Y	Y	
Noise and vibration	No change from approved project	No additional measures	Y	Y	
Indigenous heritage	No change from approved project	No additional measures	Y	Y	
Historical heritage	No change from approved project	No additional measures	Y	Y	
Community and stakeholder	No change from approved project	No additional measures	Y	Y	
Traffic	No change from approved project	No additional measures	Y	Y	
Waste	No change from approved project	No additional measures	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
Social	No change from approved project	No additional measures	Y	Y	
Economic	No change from approved project	No additional measures	Y	Y	
Visual	No change from approved project	No additional measures	Y	Y	
Urban design	No change from approved project	No additional measures	Y	Y	
Geotechnical	No change from approved project	No additional measures	Y	Y	
Land use	No change from approved project	No additional measures	Y	Y	
Climate Change	No change from approved project	No additional measures	Y	Y	
Risk	No change from approved project	No additional measures	Y	Y	
Other	No change from approved project	No additional measures	Y	Y	
Management and mitigation measures	No change from approved project	No additional measures	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 change would not transform the project. The project would continue to undertake works to provide a new metro rail line between Westmead and The Bays as part of the approved project.</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 change would be consistent with the objectives and functions of the approved project as a whole.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed change would be consistent with the objectives and functions of elements of the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No. There are no new environmental impacts. All risks identified for the approved project and the proposed change would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed change is 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 change 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 proposal are understood and will be accounted for by implementing the existing mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval for the approved project. These would be implemented through the Construction Environment Management Plan.</p>




## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:


None.

## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:			
<ul style="list-style-type: none"> <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:	Gregor Wilson	Signature:	
Title:	Environmental Advisor		
Company:	AFJV	Date:	17/03/22

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	23/03/2022
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.

Endorsed by			
Name:	S Hodgson	Date:	23/03/2022
Title:	Director Environment, Sustainability & Planning, West	Comments:	
Signature:			