



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Marrickville Station Platform 1 Canopy
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro
Assessment number:	TfNSW53
Status:	Final
Version:	3.0
Planning approval:	SSI 8256 (C&SW)
Date required:	7 May 2022
iCentral number:	SM-22-00306995
© Sydney Metro 2020	

For information – do not alter:

Applicable to:	Sydney Metro
Document Owner:	Director, Environment, Sustainability & Planning
System Owner:	Deputy Chief Executive, Operations, Customer & Place-making
Status:	Final
Version:	3.0
Date of issue:	27 November 2020
© Sydney Metro 2020	

Table of contents

1. Approved Project	3
2. Description of the proposal.....	5
3. Timeframe.....	10
4. Site description	10
5. Site Environmental Characteristics	10
6. Justification for the proposed works.....	11
7. Environmental Benefit	11
8. Control Measures.....	11
9. Impact Assessment – Construction.....	12
10. Impact Assessment – Operation	16
11. Consistency with the Approved Project.....	18
12. Other Environmental Approvals	19
Author certification	20

The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. approved project

Planning approval reference details (Application/Document No. (including modifications)):

Planning approval reference for the approved project include:

- SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown
- SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

Date of determination

Planning approval dates of determination for the approved project include:

Infrastructure Approval date – 12 December 2018

Modification 1 Approval date – 22 October 2020

Type of planning approval

Type of planning approval for the approved project is: Critical State Significant Infrastructure

Approved project

The project involves upgrading ten existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13 kilometre long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations.

Sydney Metro City and Southwest – Sydenham to Bankstown works includes station works. This consistency assessment relates to the Marrickville Station upgrade. Marrickville Station is located east of the Illawarra Road overbridge on the T3 Bankstown Line. The key works proposed at Marrickville Station as part of the project are provided in Table 1.

Table 1 - Key works proposed at Marrickville Station as part of the project.

Feature	Description
Station works	
Station entry/exit	<ul style="list-style-type: none"> The existing station entrance from Illawarra Road retained and upgraded. The existing lifts retained. The existing at-grade entry from Station Street to platform 2 retained and upgraded to include a new entry canopy.
Platform details	<ul style="list-style-type: none"> The existing heritage listed platforms straightened and extended to the east
Station buildings	<ul style="list-style-type: none"> The existing station buildings retained. New station buildings provided on platform 1 Heritage station buildings on platforms 1 and 2 would be retained The former booking office on platform 2 would be retained Provision of new retail space on Station Street
Station area	
Public transport integration	<ul style="list-style-type: none"> All bus stops retained in their current locations
Access	<ul style="list-style-type: none"> Provision of a new station plaza to form part of an active transport corridor The signalisation of Warburton Road, Schwebel Street and Illawarra Road intersection, including the installation of pedestrian crossings Removal of the existing signalised crossing of Illawarra Road Provision of a pedestrian crossing on Illawarra Road Rerouting of the existing cycle route along the southern side of the rail corridor Provision of a new accessible ramp would be from the southern station entrance to Schwebel Street along Station Street
Kerbside uses, bike parking	<ul style="list-style-type: none"> New kerbside facilities within the new Station Street shared zone/plaza area on both the northern and western sections New bike storage/parking area along the eastern side of the Station Street Plaza with the existing facility retained.
Car parking	<ul style="list-style-type: none"> Loss of two on-street parking spaces on Schwebel Street due to new kerbside facilities.

The EIS/SPIR assessed Marrickville station as being on the State Heritage Register (SHR. 01186) and that the approach during design would be to retain as many significant heritage items and/or elements as possible, with particular focus given to items listed on the State Heritage Register. Examples of each significant platform building type between Marrickville and Bankstown would be conserved and the associated canopy at Marrickville Station would be retained. The EIS/SPIR did not consider canopy works in the approved project.

The proposal to the station platform and Platform 1 building were approved as part of the Sydenham to Bankstown Upgrade component of Sydney Metro City and Southwest (Sydenham to Bankstown) Modification 1. However, no works were identified for the Platform 1 building canopy at this time.

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), 12 December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Environmental Impact Statement, 7 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 – Modification 1, 22 October 2020

All proposed works identified in this assessment would be undertaken in accordance with CSSI 8256 CoA A1, A2 and A3. The mitigation measures identified in the Environmental Impact Statement (EIS), Submissions and Preferred Infrastructure Report (SPIR), Revised Environmental Mitigation Measures, the Submissions Report, Conditions of Approval and Modification 1 of SSI 8256 would be implemented.

2. Description of the proposal

Describe ancillary activities, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Consistency Assessment relates to the awning changes at Platform 1 Marrickville Station and assesses the removal of the platform canopy up to 300 millimetres from the awning edge at the south-western corner of the station for two bays.

A Pantographic Structure Gauge Assessment was carried out for the new Metro rolling stock, which indicates a clash between a moving train and the end of the canopy for the last two bays (8 metres). The proposed changes to the awning would be achieved by cutting back the section of awning causing the infringements to achieve the required height clearance for the new Metro rolling stock, including about 30mm extra clearance for future proofing.

The proposal works are located at the south-western corner of the station for two bays and would include a tapered removal of the canopy ranging from 0mm to 300mm from the awning edge. The proposal includes the following:

- Removed materials, including the decorative timber frieze and existing lower purlin, would be salvaged for reinstatement in the new tapered configuration
- The non-original gutter would be replaced with new, in a material, profile and colour to match existing
- The non-original downpipe connection at the south-western corner and inboard truss would be adapted to suit the new alignment
- The external truss that would be trimmed by about 300mm, would have the existing lower purlin bracket re-installed. The decorative lower portion of the truss would not be impacted by the works
- The damaged existing decorative bargeboard to the western end of the canopy would be removed and reproduced in a matching profile and timber type
- The second (inboard) truss would be trimmed by about 80mm, and the purlin bracket relocated as per the external truss
- All modified elements would be primed and painted in accordance with Sydney Trains (RailCorp) Heritage Paint Scheme ESB 010 Version 1.2 (May 2013) to match existing canopy.

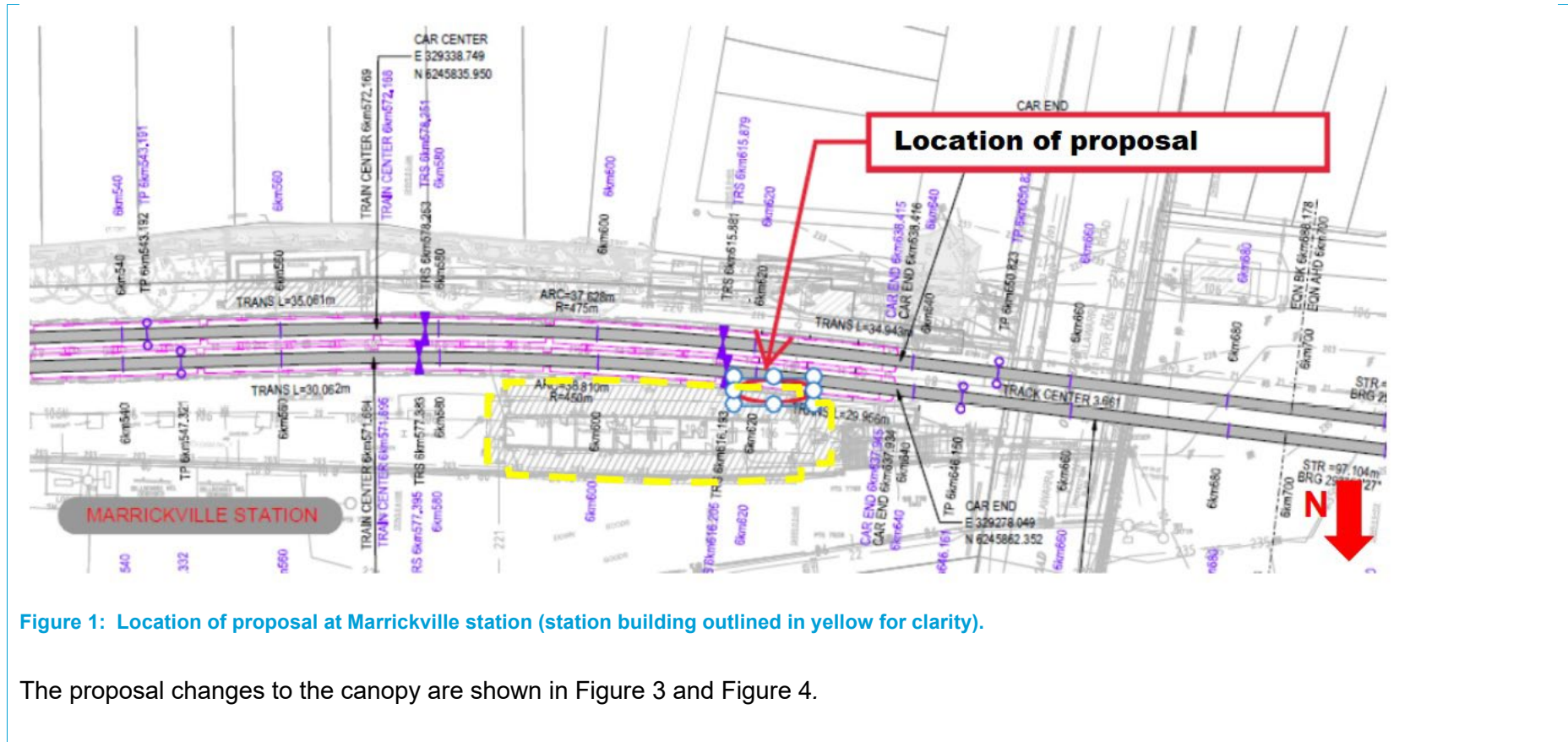


Figure 1: Location of proposal at Marrickville station (station building outlined in yellow for clarity).

The proposal changes to the canopy are shown in Figure 3 and Figure 4.

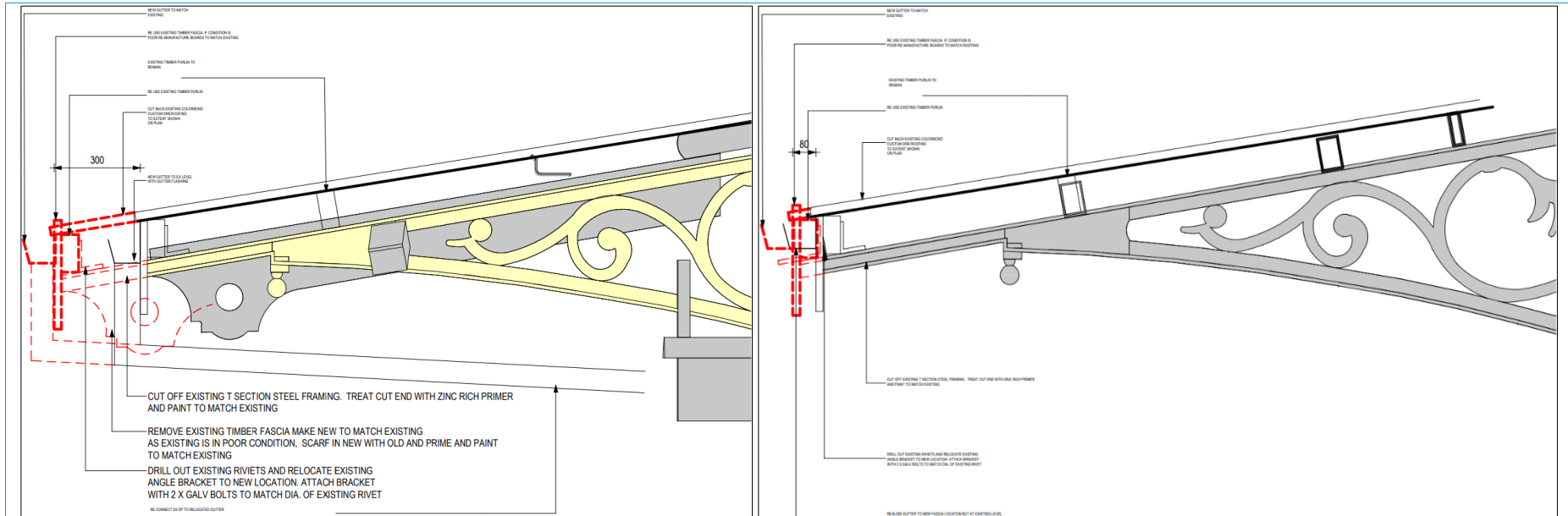


Figure 2: Changes proposed to the Platform 1 Canopy Awning at Marrickville Station (Concept design). Before construction (left) and after completion (right).

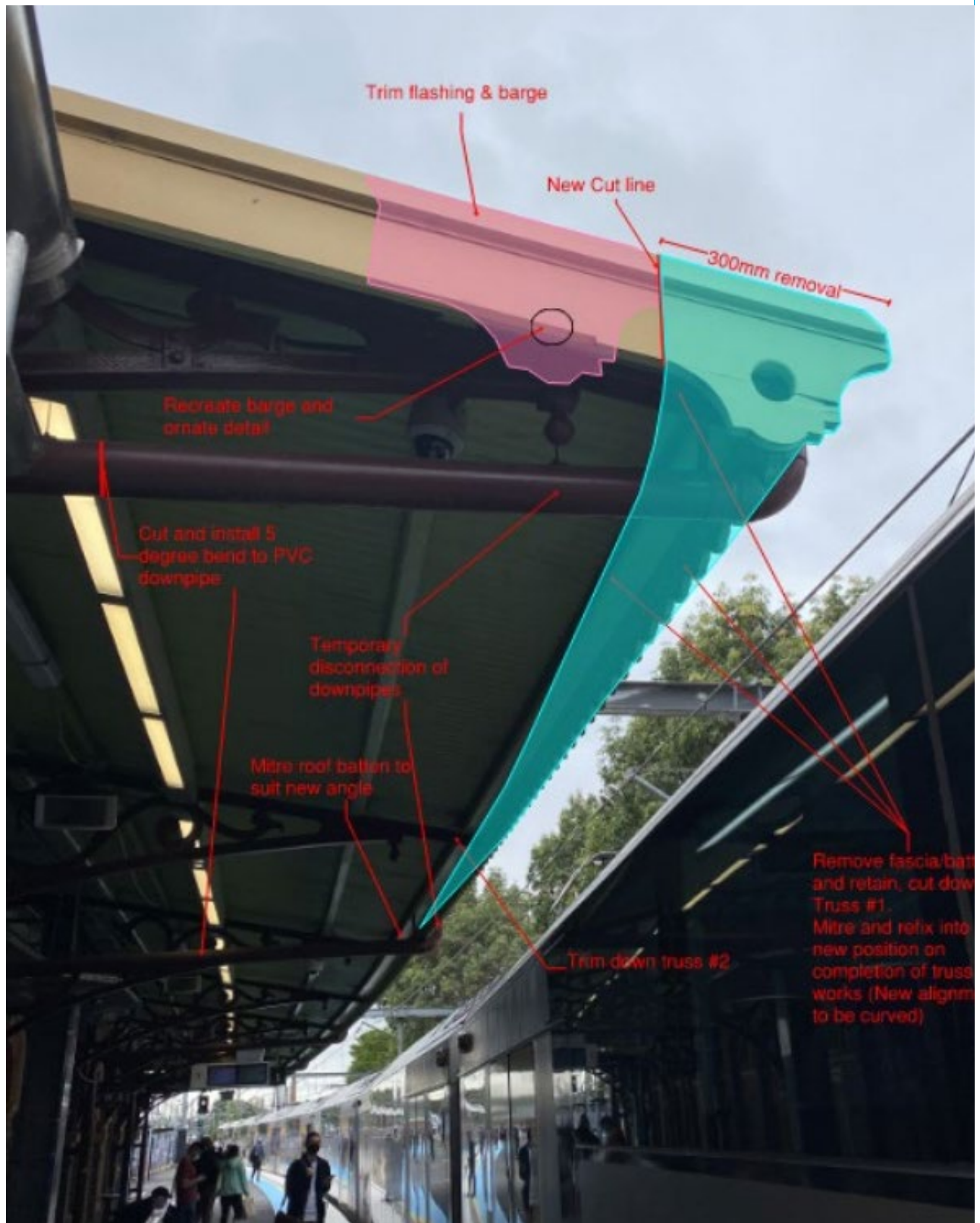


Figure 3: Changes proposed to the Platform 1 canopy awning at Marrickville Station (changes overlaid on image from station)

3. Timeframe

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

The proposal will be undertaken during possession before completion of the station works, and should take about one week to be completed.

4. Site description

The proposal would be located at Platform 1 Marrickville Railway Station (Lot 1 DP1042838), adjacent to Illawarra Road, Marrickville.

The surrounding area is generally residential, retail and commercial buildings. The railway station area is bound to the north by a multi-storey residential apartment building, located on the corner of Illawarra Road and Byrnes Street, to the south by Station Street and residential dwellings fronting Leofrene Avenue, and to the west by Illawarra Road. The environment at Marrickville can be described as typical urban street scape. The station includes several ornate platform buildings, booking office and Illawarra Road Overbridge and is surrounded by several mature trees.

The proposal is located on the southwestern corner of the Platform 1 building canopy.

5. Site Environmental Characteristics

The proposal is located at Marrickville Station, a railway station in operation along the T3 Bankstown Line rail corridor. Marrickville Station was constructed on the first section of the Bankstown Line between 1894 and 1895 and as such is listed on the following heritage registers:

- State Heritage Register (SHR. 01186)
- Marrickville Local Environment Plan 2011 (item no. 189)
- RailCorp Section 170 register (item 480191)

6. Justification for the proposed works

During design development and construction planning, a Pantograph Structure Gauge Assessment was carried out for the new Metro rolling stock which indicated a clash between a moving train and the end of the canopy for the last two bays (eight metres). This meant that future metro trains would not be able to pass through this station due to the awning of the canopy. The assessment conducted on Marrickville Station Platform 1 identified an electrical infringement and a mechanical infringement on the canopy. To negate these potential impacts, the south-western corner of the station for two bays would require a tapered removal of the canopy ranging from 0mm to 300mm from the canopy awning edge.

7. Environmental Benefit

N/A

8. Control Measures

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

The proposal would be completed under the existing mitigations and processes outlined in the existing Submissions and Preferred Infrastructure Report (SPIR) Non-Aboriginal Heritage Assessment, Construction Environment Management Plan (CEMP) and CEMP sub-plans.

9. Impact Assessment – Construction

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 changes from the approved project.	No additional measures required.	Y	Y	
Water	No changes from the approved project.	No additional measures required.	Y	Y	
Air quality	No changes from the approved project.	No additional measures required.	Y	Y	
Noise and vibration	No changes from the approved project.	No additional measures required.	Y	Y	
Aboriginal heritage	No changes from the approved project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	<p>Marrickville Railway Station is significant at a State level as the platform building demonstrates the high level of aesthetic design of the pre-1900 standard buildings, which included the use of polychromatic brickwork, decorative dentil coursing, ornate awning brackets and carved bargeboards. The platform building is intact and is representative of a small group of such ornate platform buildings.</p> <p>The <i>Marrickville Railway Station Conservation Management Plan</i> describes the elements of the Platform 1 Station building as:</p> <ul style="list-style-type: none"> Station Precinct generally including buildings, platforms and brick lined overbridge – Exceptional Platform No.1 building – 1895 (Scouller) – Exceptional 	No additional measures required.	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
	<ul style="list-style-type: none"> Platform No. 1 building – Joinery: architraves, skirtings, frieze moulds – High <p>The changes to the existing station building canopy were not considered as part of the Approved Project, therefore the proposed canopy changes are assessed for consistency with the assessed heritage impacts such that the impact is equal to or less than that previously assessed.</p> <p>Protection of adjacent heritage fabric during the proposal would be required as stated in the Submissions and Preferred Infrastructure Report Non-Aboriginal Heritage Assessment and current CHMP.</p> <p>The proposal involves minor modifications to significant fabric. The design and documentation for the proposal has been well conceived and developed with the advice of an experienced heritage architect to ensure minimal impacts to the Platform 1 building.</p> <p>The proposal will have little to no impact on the historic and social significance of the Platform 1 building due to the minor nature of the works. There would be a minor adverse impact on the aesthetic significance due to the alteration of original fabric.</p> <p>The works are of such minor nature that they would have little to no impact on the representativeness of the Platform 1 building as a Type 11 station building</p>				

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>constructed in 1895 in a period of standardisation of platform building design.</p> <p>The works will have a minor adverse impact on the integrity of the Platform 1 station building however they are necessary to avoid damage to the canopy due to potential impact by Metro rolling stock.</p> <p>The canopy changes will have a minor heritage impact and would not affect the overall moderate heritage impact assessed for Marrickville Station for the Approved Project, therefore the changes are consistent with the approved project.</p>				
Community and stakeholder	No changes from the approved project.	No additional measures required.	Y	Y	
Traffic	No changes from the approved project.	No additional measures required.	Y	Y	
Waste	No changes from the approved project.	No additional measures required.	Y	Y	
Social	No changes from the approved project.	No additional measures required.	Y	Y	
Economic	No changes from the approved project.	No additional measures required.	Y	Y	
Visual	Changes would be minimal, and consistent with the approved project. The existing construction areas would be used for laydown of construction materials and plant and equipment would temporarily frequent the areas which is consistent with the approved project. There would be visual changes to the	No additional measures required.	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
	canopy at the south-western corner of platform 1 due to construction of the proposal.				
Urban design	No changes from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No changes from the approved project.	No additional measures required.	Y	Y	
Land use	No changes from the approved project.	No additional measures required.	Y	Y	
Climate Change	No changes from the approved project.	No additional measures required.	Y	Y	
Risk	No changes from the approved project.	No additional measures required.	Y	Y	
Other	No changes from the approved project.	No additional measures required.	Y	Y	

10. Impact Assessment – Operation

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 changes from the approved project.	No additional measures required.	Y	Y	
Water	No changes from the approved project.	No additional measures required.	Y	Y	
Air quality	No changes from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No changes from the approved project.	No additional measures required.	Y	Y	
Aboriginal heritage	No changes from the approved project.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	The proposal would be achieved with minor adverse impact on the aesthetic significance of the Platform 1 building. Given the minor nature the works there would be no changes to the broader heritage significance of the Marrickville Railway Station Group.	No additional measures required.	Y	Y	
Community and stakeholder	No changes from the approved project.	No additional measures required.	Y	Y	
Traffic	No changes from the approved project.	No additional measures required.	Y	Y	
Waste	No changes from the approved project.	No additional measures required.	Y	Y	
Social	No changes from the approved project.	No additional measures required.	Y	Y	
Economic	No changes from the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	Changes would be minimal, and consistent with the approved project. The tapering of the awning would result in the canopy being raised by approximately 50mm above the horizontal over a length of eight metres. The discreet nature of the works ensure there would be minimal impact to the views for Platform 1 building.	No additional measures required.	Y	Y	
Urban design	No changes from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No changes from the approved project.	No additional measures required.	Y	Y	
Land use	No changes from the approved project.	No additional measures required.	Y	Y	
Climate Change	No changes from the approved project.	No additional measures required.	Y	Y	
Risk	The risk of conflict between the platform building canopy and the new Metro rolling stock, would be removed as a permanent solution.	No additional measures required.	Y	Y	
Other	No changes from the approved project.	No additional measures required.	Y	Y	

11. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the Approved Project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

12. Other Environmental Approvals

Identify all other approvals required for the project:

N/A

Author certification

To be completed by person preparing checklist.


I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Isabella Caruso	Signature:	
Title:	Planning Officer		
Company:	Sydney Metro	Date:	20/06/2022

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	21/06/2022
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:	Fil Cerone	Date:	22 June 2022
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			