



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	Gas and Water Main Relocation Works, Hurlstone Park
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<b>Prepared for:</b>	Sydney Metro
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For information – do not alter:

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

## 1. Existing Approved Project

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

SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI 8256 Modification 1 (October 2020) – Sydney Metro City & Southwest – Sydenham to Bankstown

### Date of determination:

Planning Approval Date – 12/12/2018

Modification 1 Approval Date – 22/10/2020

### Type of planning approval:

Critical State Significant Infrastructure (CSSI)

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

The Sydney Metro City and Southwest – Sydenham to Bankstown Project consists of the construction and operation of a metro rail line, approximately 13km long, between Marrickville and Bankstown, including ten metro stations and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations, including:

- 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
- 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) – Modification 1, dated 22nd October 2020
- 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. 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.**

As part of the existing approved project described above, the project may be required to adjust, protect and/or relocate utilities within the construction footprint. At Hurlstone Park Station, a Jemena gas main and a water main will need to be relocated and this new route is partially located outside of the existing project boundary (see Figures 1a and 1b).

It is intended that Sydney Metro's station contractor (Downer) will undertake the water main relocation works and the civil works for the Jemena gas relocation works, which includes the installation of a conduit to be used by Jemena. Jemena will complete the non-contestable gas installation works, including commissioning of assets.

See Figures 1a and 1b for the approximate relocated routes for the gas main relocation (along Floss Street country side) and water main relocation (along Floss Street city side). The works would involve excavation for the gas main relocation on Floss Street at the southern intersection with Duntroon Street (see Figures 1a and 1b).

Plant used for the works will include a 5 tonne excavator and vacuum truck.

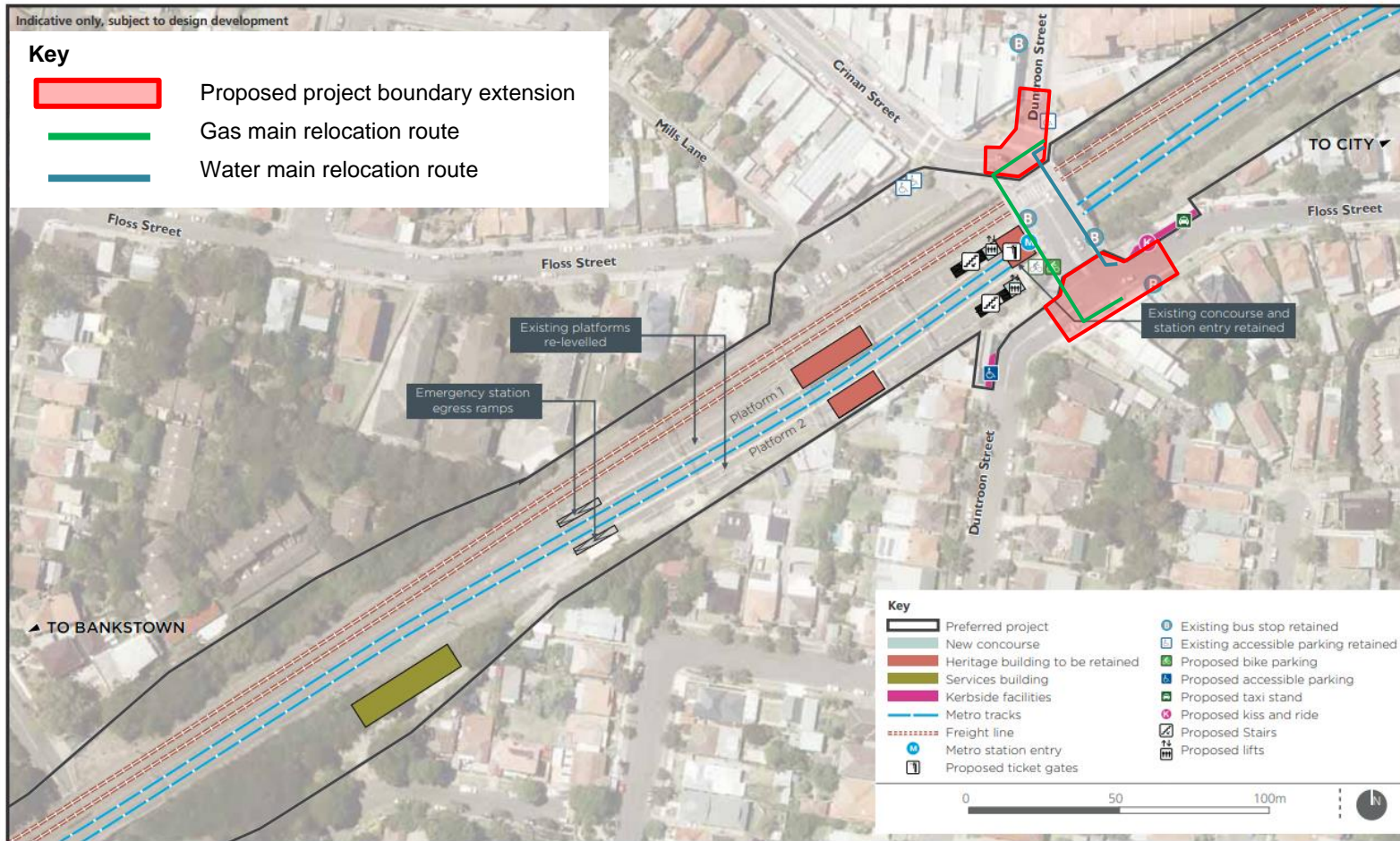
The gas main and water main relocation works would take place during normal construction hours and night time out of hours works for service cut overs with a pedestrian detour in place (if required).

Works outside of normal construction hours would be in accordance with a separate out of hours works approval.

There would be a temporary loss of up to 5 parking spaces along Floss Street at the southern end of the overbridge and up to 2 parking spaces (one of which is disabled parking only) to accommodate the works and traffic control when works are being undertaken.

The utility relocation works that require partial closure of Council roads will be undertaken in line with traffic and safety requirements and to limit impacts to road users and businesses that use Floss Street and Duntroon Street. Partial road closures will be conducted by the contractor in accordance with their own Traffic Management Plans (TMP's) and in accordance with any third party approval requirements, such as Road Occupancy Licences (ROL).

Temporary water outages to a limited number of Sydney Water customers on Floss Street / Duntroon Street will occur during night time hours to minimise community impact. Notifications of these disruptions will be undertaken by Downer's water servicing coordinator. There will be no changes to existing project staffing levels.



Hurlstone Park Station - indicative layout of key design elements

Figure 1a Indicative alignment of the proposed utility relocation works at Hurlstone Park Station

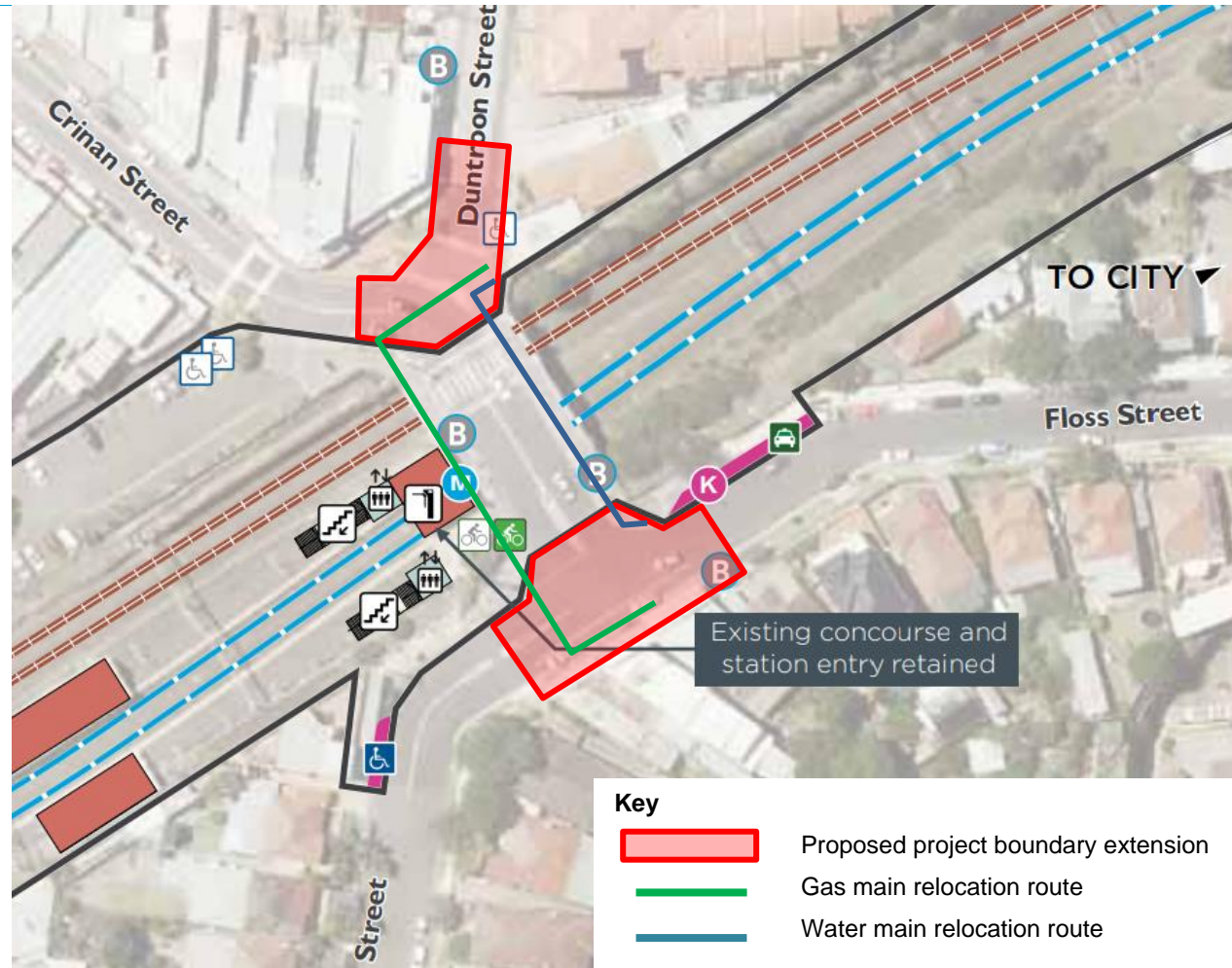


Figure 1b Indicative alignment of the proposed utility relocation works at Hurlstone Park Station





Figure 2 Aerial photo showing locations of proposed impacts to up to 7 parking spaces.

### 3. Timeframe

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

Gas main utility relocation works at Hurlstone Park Station are proposed to be undertaken by Downer and Jemena starting 14 July 2021. Water main utility relocation works at Hurlstone Park Station are proposed to be undertaken by Downer (Package 6) starting 14 July 2021.

The works are proposed to be completed from approximately 2 months from start date.

The services relocation will be permanent.

### 4. 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 proposed works would be carried out on Floss Street, Duntroon Street, and the Floss Street Overline Bridge and along the pedestrian footpaths of these streets and the bridge. The City of Canterbury Bankstown Council maintains the local road infrastructure and pedestrian footpaths for Floss Street, Duntroon Street and over the Floss Street Overline Bridge. The Floss Street Overline Bridge (including the substructure and superstructure) and the rail corridor (Lot 1 / DP 1135292) is owned by RailCorp.

See Figure 3 for an aerial photo of the proposal area.

The gas main is owned by Jemena Gas Networks and the water main is owned by Sydney Water Corporation.

The utility relocations are located partially outside of the existing approved project boundary as shown in Figure 1a and 1b.

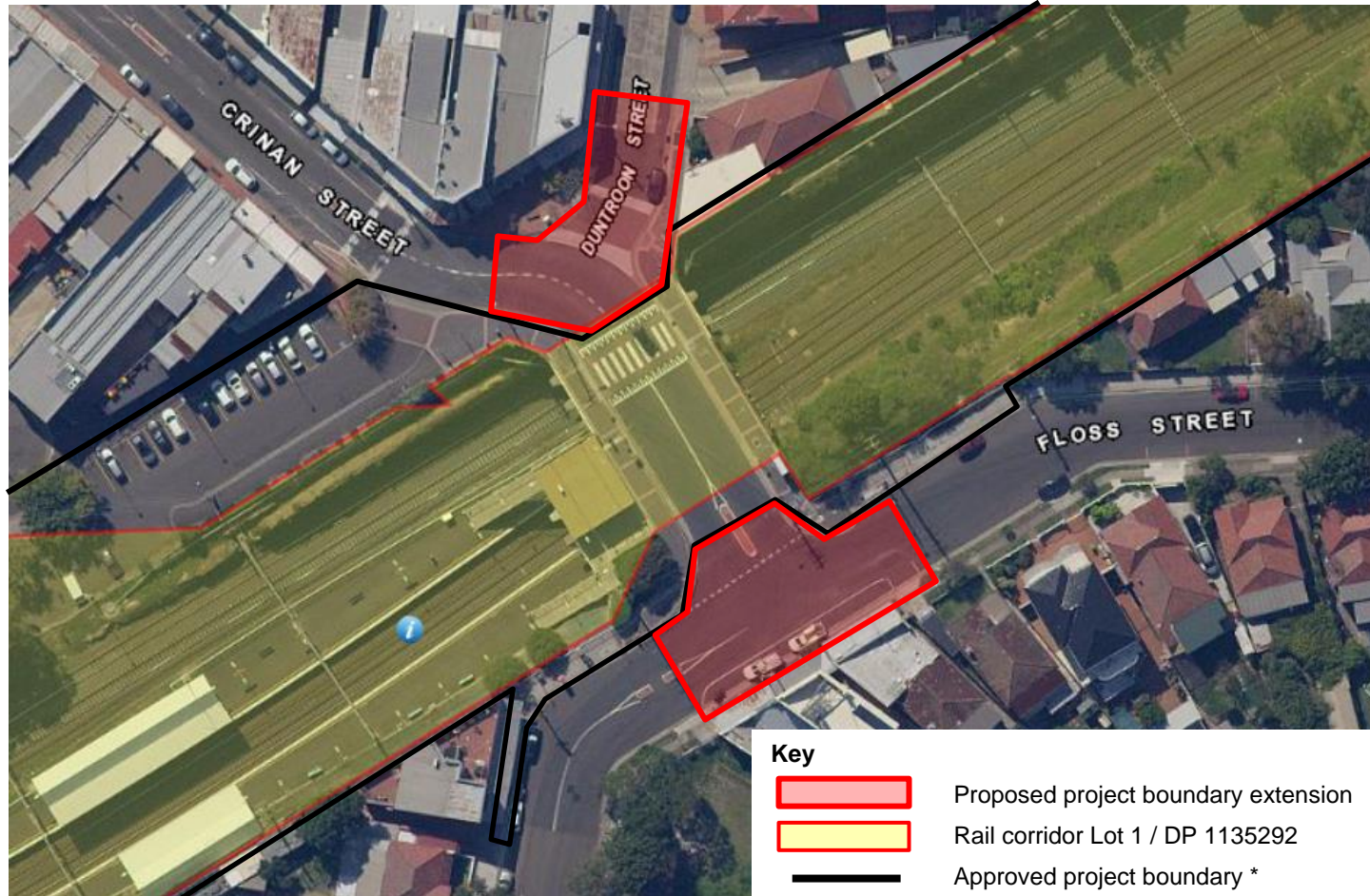


Figure 3 Aerial photo of the proposal area. \* Approved project boundary is approximate only.

## 5. 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.**

Floss Street / Duntroon Street are roads regularly used by commuters, businesses and residents, with the rail corridor and Hurlstone Park Station adjacent to the proposal area. The environment is urbanised with the surrounding land-use primarily residential with some commercial properties in close proximity of the station. The nearest sensitive receivers are approximately 20m from the proposed works (these include the residential properties of 112 Duntroon Street, 103-105 Duntroon Street, 19 Floss Street and 24 Floss Street).

Majority of the area is hardstand (road, footpath and bridge). There is one planted tree (greater than 3m in height) in the footpath verge on the southern side of Floss Street. There is grassed verge between the footpath and Duntroon Street on the southern side of the station. There is also a planted garden bed with hedges, shrubs and one tree (greater than 3m in height) between the footpath and station on the corner of Floss Street and Duntroon Street (southern side of the station).

There are no protected flora and/or fauna in the proposed site.

Roads slope downwards away from the Floss Street overbridge with rainfall runoff conveyed to stormwater pits on the north side of Duntroon Street (south of the station) and east and west sides of Duntroon Street (north of the station). There is an additional pit on the footpath on the north side of Floss Street (south of the rail corridor).

See Figure 4 for an aerial photo showing the vegetation and stormwater pit features.

It is noted that Hurlstone Park station and the station buildings are local (Canterbury LEP) and state heritage (RailCorp Section 170 Item) listed. However, the Floss Street Overline Bridge is not listed as an item of heritage significance. See Figure 5 showing the state and local heritage curtilages.

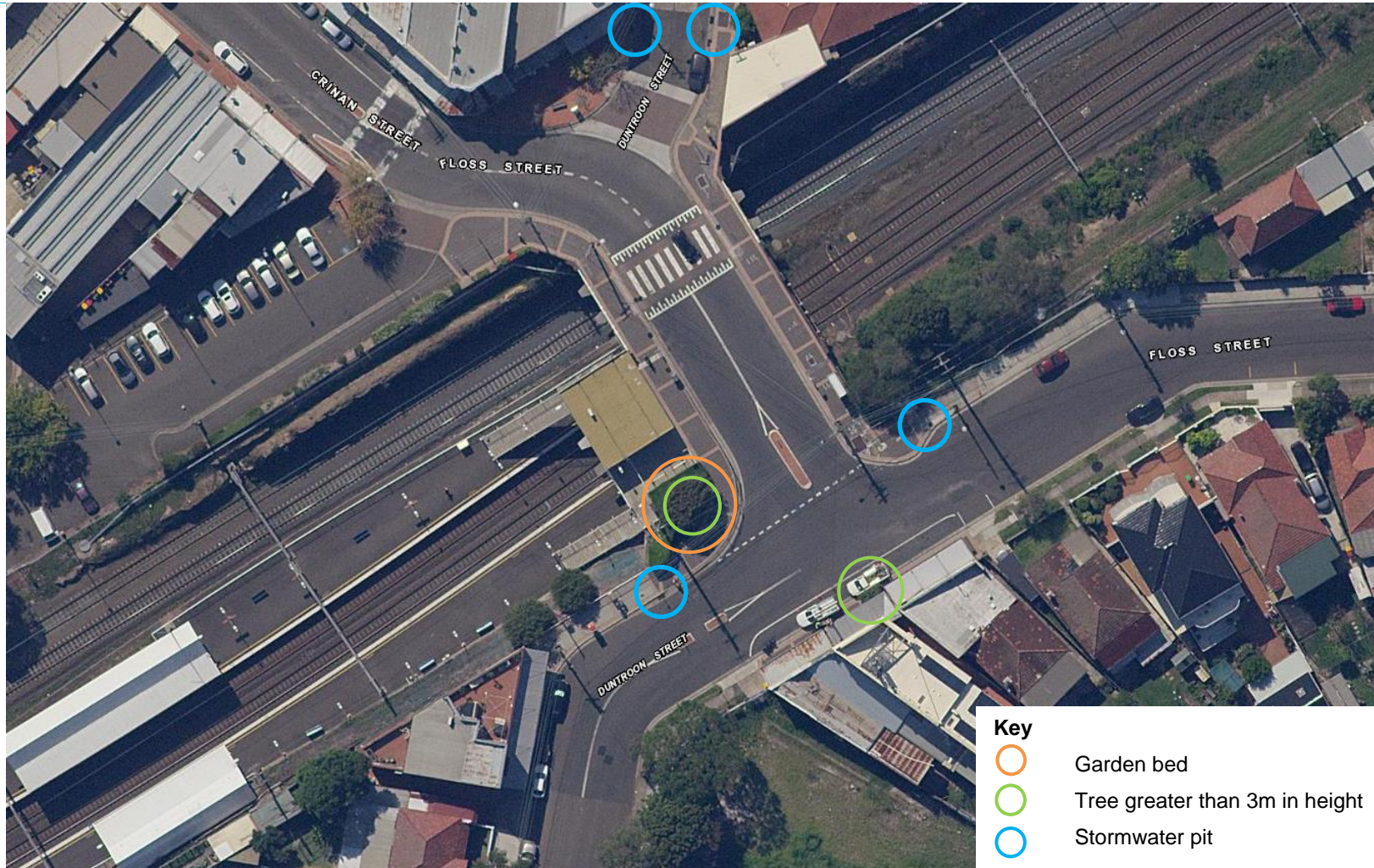
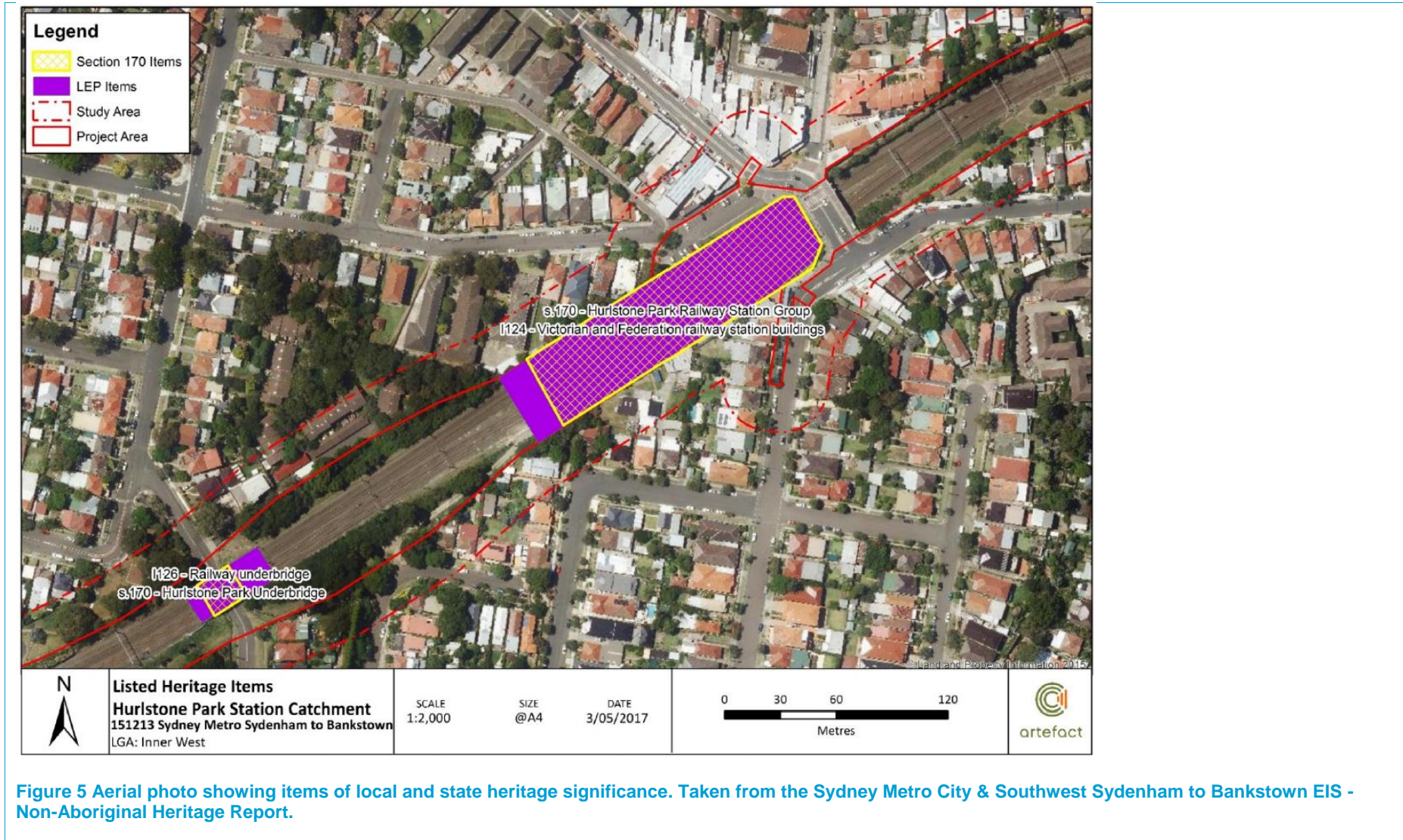


Figure 4 Aerial photo showing proposal area environmental characteristics.



## 6. 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.**

Relocation of the existing Jemena Gas main and Sydney Water main is required to allow for Sydney Metro infrastructure installation. The alignment of the relocation has been chosen because it provides the best route to avoid clashes with Sydney Metro Hurlstone Park Station Upgrade works and to tie back into service routes with minimal impacts to existing infrastructure and the community, and therefore reduce environment impacts associated with construction.

Consequences of not proceeding with the proposed work is that Sydney Metro will not be able to install the necessary infrastructure in order to construct and operate a railway in a safe manner.

## 7. Environmental Benefit

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

None.

## 8. 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 approved project, approved 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. 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 changes from EIS and Modification.	Implementation of mitigation measures as per the CEMP.	Y	Y	
Water	No changes from EIS and Modification. Implementation of mitigation measures will be in accordance with the Construction Soil and Water Management Plan.	Preparation of Erosion Sediment Control Plans (ESCP) specific to works.	Y	Y	
Air quality	No changes from EIS and Modification. Implementation of mitigation measures will be in accordance with the Air Quality Management Plan.	No additional measures required.	Y	Y	
Noise vibration	The proposed activities would result in construction noise and vibration impacts including impacts from vacuum truck or similar non-destructive digging (NDD) excavation however, the extent of these impacts would be consistent with the Approved Project.  Part of the works are required to take place outside of daytime construction hours due to traffic and safety concerns, and to minimise water service disruption to the community. These works would be subject to a separate out of hours works assessment/ approval and associated mitigation measures will be implemented as required. There are several sensitive receivers in proximity to the works including several residents on Floss Street and Duntroon Streets which are approximately 20m away from the works. Mitigation measures will be undertaken as per the Construction Environmental	Any works outside of normal hours will be subject to the project out of hours work approval, including specific associated mitigations.	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
	Management Plan and Construction Noise and Vibration Management Plan.				
Indigenous heritage	<p>No changes from EIS and Modification.</p> <p>The EIS concluded that there is a nil to low archaeological potential and a low archaeological significance at Hurlstone Park Station.</p> <p>Archaeological potential is only likely to occur in areas that have not been subject to extensive sub-surface disturbance.</p> <p>Given the proposed works are in pre-disturbed road reserve and the excavations will only be to depth of existing utilities, it is unlikely to impact any unregistered Aboriginal Heritage items or places.</p> <p>Implementation of mitigation measures will be in accordance with the Construction Heritage Management Plan.</p> <p>Unexpected Finds would be managed in accordance with CoA E17 and the Sydney Metro Unexpected Heritage Finds Procedure.</p>	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
Non-indigenous heritage	<p>The Hurlstone Park Railway Station Group is a local Railcorp s.170 Heritage item (#4802051) and a local item (#1124) under the Canterbury Local Environmental Plan 2012 (CLEP 2012). However, as the Floss St overbridge is not heritage listed, only minor temporary construction visual impacts are expected to result to the heritage items, consistent with the Approved Project.</p> <p>Implementation of mitigation measures will be in accordance with the Construction Heritage Management Plan.</p> <p>Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure.</p> <p><b>Archaeological potential</b> The EIS archaeological assessment concluded that overall the study area has low to nil potential to contain significant archaeological remains. As the proposal presents only a minor increase in the project study area boundary it is likely that the extended area also has a low to nil potential to contain significant archaeological remains. CoA and REMMs are to be complied with to manage any potential unexpected finds during construction. Therefore there is no change from the Approved Project.</p>	No additional measures required.	Y	Y	
Community and stakeholder	Minimal changes to the Approved Project. Proposed works involves partial road closure during standard hours and out-of-hours to relocate the gas and water mains. Temporary water outage is required during the works and this will be done out-of-hours in consultation with affected properties.	Ongoing consultation and notification as per the Overarching Community Communications Strategy.	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
Traffic	<p>The proposed works will require partial road closures of Floss Street and Duntroon Street however this will be outside of standard daytime construction hours to minimise impacts on residents, businesses and commuter. There will be a minor impact to parking due to the temporary loss of up to 7 parking spaces (one of which is a disabled parking only space, see figure 2). Impacts to parking will only occur during mobilisation, the construction works and demobilisation periods. It is intended that parking will be available to the public for use when no works are occurring. However, there are existing parking provisions available in surrounding on-street parking.</p> <p>Changes in traffic flow and access will be regulated under conditions issued under a Road Occupancy Licence (ROL). Consultation will be undertaken with the City of Canterbury Bankstown Council on the impact of works outside or standard daytime construction hours and the temporary loss of parking spaces. Impacts will be managed by the implementation of mitigation measures as per the Construction Traffic Management Plan.</p>	Comply with conditions specified in the ROL.	Y	Y	
Waste	<p>No changes from EIS and Modification</p> <p>There may be additional waste generated due to excavations but the volumes are consistent with the Approved Project.</p> <p>All waste generated will be classified and disposed of in accordance with the NSW EPA Waste Guidelines.</p> <p>Implementation of mitigation measures as per the Waste Management Plan.</p>	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
Social	No changes from EIS and Modification.	No additional measures required.	Y	Y	
Economic	No changes from EIS and Modification. There will be minor impacts to surrounding businesses as the footpath will remain open for use and any temporary parking loss will be short term. This is consistent with the Approved Project.	No additional measures required.	Y	Y	
Visual	No changes from EIS and Modification.	No additional measures required.	Y	Y	
Urban design	No changes from EIS and Modification.	No additional measures required.	Y	Y	
Geotechnical	No changes from EIS and Modification. There will be minor impacts to the geotechnical aspect due to additional excavations. This is consistent with the Approved Project. Implementation of mitigation measures as per the Soil and Water Management Plan	No additional measures required.	Y	Y	
Land use	No changes from EIS and Modification.	No additional measures required.	Y	Y	
Climate Change	No changes from EIS and Modification.	No additional measures required.	Y	Y	
Risk	No changes from EIS and Modification.	No additional measures required.	Y	Y	

## 10. 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 changes from EIS and Modification	N/A	Y	Y	
Water	No changes from EIS and Modification	N/A	Y	Y	
Air quality	No changes from EIS and Modification	N/A	Y	Y	
Noise vibration	No changes from EIS and Modification	N/A	Y	Y	
Indigenous heritage	No changes from EIS and Modification	N/A	Y	Y	
Non-indigenous heritage	No changes from EIS and Modification	N/A	Y	Y	
Community and stakeholder	No changes from EIS and Modification	N/A	Y	Y	
Traffic	No changes from EIS and Modification	N/A	Y	Y	
Waste	No changes from EIS and Modification	N/A	Y	Y	
Social	No changes from EIS and Modification	N/A	Y	Y	
Economic	No changes from EIS and Modification	N/A	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	No changes from EIS and Modification. The pedestrian footpaths and road reserves will be reinstated to pre-existing conditions, or as required by the council.	N/A	Y	Y	
Urban design	No changes from EIS and Modification	N/A	Y	Y	
Land use	No changes from EIS and Modification	N/A	Y	Y	
Climate Change	No changes from EIS and Modification	N/A	Y	Y	
Risk	No changes from EIS and Modification	N/A	Y	Y	
Other	No changes from EIS and Modification	N/A	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 is 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 proposed works would be consistent with the objectives and functions of the elements of the Approved Project
Are there any new environmental impacts as a result of the proposed works/modifications?	All risks would be adequately addressed through the application of the mitigation measures in the above tables. No new environmental risks are outstanding.
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 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, TfNSW and SCO.
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:

Road Occupancy Licence (ROL) and an Out of Hours Works Approval (dependent on timing of works).



## 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:	Phoebe Feng	Signature:	
Title:	Environment Graduate		
Company:	Sydney Metro	Date:	21/06/2021

This section is for Sydney Metro only.

### Application supported and submitted by

Name:	Yvette Buchli	Date:	21/06/2021
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 2021
Title:	Director City & Southwest Environment, Sustainability & Planning	Comments:	
Signature:	