Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Temporary Full Road Closures – Package 5 & 6
Prepared by:	Mark Trethewy, Downer EDI
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)

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

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

- Utility and rail system protection
- Temporary works during construction;
  - Provision of temporary facilities to support construction, including construction compounds and work sites

During the initial approvals process it was assumed that construction activities would occur along the length of the rail corridor and that all construction areas would be accessed via existing corridor gates. Section 10.3.3 of the EIS identified that changes to the road network, including temporary road and lane closures, around stations would be required as a result of construction. Table 10.35 of the EIS identified potential changes to the road network for station works however, this would change during detailed design and construction planning.

It should also be noted that the SPIR also identified key changes to the indicative construction methodology for the preferred project (compared to the exhibited project in the EIS) to support a design solution that reduced community impacts. The SPIR Submissions Report identified, based on the indicative construction methodology, that no full road closures would be required during the station upgrade works. The EIS/ SPIR noted that final construction methodology would be determined by the construction contractor once appointed.

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 Environmental Impact Statement (EIS), Submissions and PreferredInfrastructure Report (SPIR), the Submission Report and the Ministers Conditions of Approval (MCoA).

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 Planning Approval Consistency Assessment (PACA) has been prepared to clarify that temporary full road closures would be required during station upgrade works, and to demonstrate that this change is consistent with the Approved Project. Construction planning has confirmed that temporary full road closure of public roads are required adjacent to Dulwich Hill, Hurlstone Park, Campsie, Belmore, Wiley Park and Punchbowl train stations for station upgrade and Metro Services Building (MSB) works.

Station	Roads to which this proposal applies
Dulwich Hill	• Wardell Road, Between Keith Street and Dudley Street • Bedford Crescent, between Wardell Road and cul-de-sac • Ewart Lane • Ewart Street, between Terrace Road roundabout and Riverside Crescent • Dudley Street, between Wardell Road and Bayley
Hurlstone Park	• Duntroon Street, between Commons Street and Hampden Street • Floss Street, between Mill Lane and Garnet Street • Crinan Street, between Fernhill Street and Floss Street • Railway Street
Campsie	• Lilian Lane, between Dewar Street and Beamish Street • Lilian Street, between Carrington Street and Dewar Street • South Parade, between Beamish Street and Duke Street • North Parade, between Assets St and Browning Street • Beamish Street, between South Parade and North Parade
Belmore	• Tobruk Avenue, between Burwood Road and Acacia Lane • Burwood Road, between Tobruk Avenue and Redman Parade • Redman Parade, between Burwood Road and Cecilia Street

Wiley Park	• The Boulevard, between King Georges Road and Renown Avenue • Urunga Parade, between Defoe Street and Cornelia Street • Cornelia Street, between Urunga Parade and Lakemba Street • King Georges Road, between the Boulevard and Stanlea Parade • Shadforth Street, between Lakemba Street and cul-de-sac • Wiley Lane, between Lakemba Street and cul-de-sac
Punchbowl	• Punchbowl Road, between the Boulevard and Breust Place • Urunga Parade, between cul-de-sac and Rickard St

These road closures may be required for a number of constructions related activities, including but not limited to:

- Site access;
- Crane and heavy vehicle placement;
- Traffic management (eg. removal of a single trafficable lane on one road may completely block another road), and;
- Delivery and removal of materials, plant and equipment.

Duration of work

The duration of each full road closure will vary, they will range from 12 hours (one shift) up to four weeks. The need to conduct temporary road closures, will continue to 30 May 2023.

Machinery

Minimal plant and equipment is used to create a temporary full road closure. Items that may be used include:

- Light Vehicles;
- Potable traffic signals;
- Potable boom gates;
- Variable Messaging Signs;
- Traffic barriers;
- Portable signage, and
- Traffic cones and bollards.

The plant and equipment used within a temporary road closure will be consistent with the plant and equipment assessed within the current approvals. All plant and equipment used within a temporary road closure, occurring outside of standard construction hours, will comply with the Sydney Metro Out-of-Hours Works Protocol and assessed within an Out-of-Hours Works Application.

All plant and equipment must also comply to relevant Australian Standards and the Construction Environmental Management Plan and sub-plans.

Staffing levels
Staffing levels will remain consistent with current approvals. It should be noted that the implementation of full road closures will have a positive effect on the safety of construction crews as it minimises the risk from road users not associated with construction works.

Impacts on utilities/authorities
The proposal will not have any impacts on utility's or authorities above those already assessed in the current approvals.

Wastes generated
There will be no additional waste generated in addition to the waste already assessed within the current approvals

Hazardoussubstances/dangerous goods used
here will be no additional use of hazardous substances or dangerous goods in addition to the waste already assessed within the current approvals

3.0 Timeframe

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

The duration of the proposal, being the ability to conduct temporary road closures, will vary. The duration of the temporary full road closures will be kept to a minimum to reduce the impacts to traffic and pedestrian flow in the area. Each road may be closed for a minimum period of 12 hours up to a maximum road closure of 24 hours a day for period of no longer than 4 weeks. The period for which the temporary road closures can be undertaken will continue to 30 May 2023.

In line with the current approval works relating to the proposal will be conducted within standard construction hours, being;

a) 7:00am to 6:00pm Mondays to Fridays, inclusive;
b) 8:00am to 6:00pm Saturdays; and
c) at no time on Sundays or public holidays.

However, works may be undertaken outside standard construction hours in the following circumstances:

a) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or
b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or
c) where different Construction hours are permitted or required under an EPL in force in respect of the CSSI; or
d) Work approved under an Out-of-Hours Work Protocol for Work not subject to an EPL; or
e) Construction that causes LAeq(15minute) noise levels:
    i. no more than 5 dB(A) above the rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009), and
    ii. no more than the 'Noise affected' noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses, and
    iii. continuous or impulsive vibration values, measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table2.2 of Assessing Vibration: a technical guideline (DEC, 2006), and
f) intermittent vibration values measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006); or
g) where a negotiated agreement has been reached with a substantial majority of sensitive receivers who are within the vicinity of and may be potentially affected by the particular Construction, and noise management levels and/or limit for ground-borne noise and vibration (human comfort) cannot be achieved. All agreements must be in writing and a copy forwarded to the Planning Secretary at least one (1) week before the commencement of activities.

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 closure is located within the road reserve adjacent to Dulwich Hill, Hurlstone Park, Campsie, Belmore, Wiley Park and Punchbowl Stations and are located within the City of Canterbury Bankstown Local Government Area (LGA), except for Dulwich Hill which is located within the Inner West Council LGA.

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 proposed temporary full road closures will be within the road corridor. The surrounding environment is located in predominantly suburban residential areas with mixed use near the stations, including commercial, residential, child care and medical consulting rooms. There is one educational institution in the vicinity of Wiley Park Station.

The proposed temporary full road closure sites is within the Cooks River catchment with water from the area discharging into the Cooks River via local stormwater drainage or overland flow. The catchment area and waterways is highly urbanised with mixed residential, commercial and industrial properties. Waterways within this catchment are largely artificial, hard-lined (e.g. concrete channel, piped channel, brick channel) stormwater channels, with the exception of the Cooks River.

The closest sites to an existing watercourse is Dulwich Hill station which is immediately adjacent to an unnamed concrete lined channel, which forms the upper reaches of the Cox Creek. Ain addition to this Wiley Park Station services building, is located approximately 100m from an unnamed concrete lined channel, which also forms the upper reaches of the Cox Creek.

It is noted that one threatened plant species was recorded in the vicinity of the Project EIS study area, however the species does not reside within the area impacted by the proposed temporary full road closures. Downy Wattle (Acacia pubescens) was recorded near Punchbowl Station (not within 20m of the work zone). The Downy Wattle will not be impacted or removed as part of these works and will be protected.

The impacts to the surrounding environment were assessed within the project approvals. There will be no additional impacts to the environment caused by the proposal.

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 proposal is required to facilitate the construction of the station upgrades and Metro Services Buildings. The provision of temporary full road closures of the roads listed in Section 2.0 will permit the safe movement of road users and pedestrian around construction activities. The streets selected in Section 2.0 were selected due to their proximity to the work areas and have been kept at a minimum to reduce the impact to local traffic.

The proposal will also improve the safety of the construction crews. It will permit the “Around” traffic management method, as detailed in the Transport for NSW Traffic control at work sites Technical Manual (TCAWS). The “Around” method is where traffic is completely separated from the work area. Section 3.1.1 of the TCAWS states that the around method must be considered as the first option when designing traffic management plans and traffic control plans as it provides the lowest overall net risk option. The proposal will facilitate the inclusion of the “Around” method.

The implementation of traffic management including temporary lane closures and temporary full road closures is standard practice in infrastructure construction. They are provided to conduct a verity of activities in a safe manner by temporarily removing road users and pedestrian from areas of potential interaction with construction activities. This concept is understood and has been detailed in the approved Construction Traffic Management Plan for Package 5 & 6. As such this PACA is drafted to amend an unclear statement within the approval documents.

7.0 Environmental Benefit

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

- Improved safety for road users and pedestrians by them from areas of potential interaction with construction activities.
- Improved safety for construction crews as the proposal will eliminate the risk of working in or near live traffic

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 Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Noise and Vibration Management Plan (NVMP), Heritage Management Plan (HMP), Soil and Water Management Plan (SWMP), and Community Consultation Strategy (CCS).

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 new Control Measures in addition to project COA andREMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the EIS and SPIR	No additional control measures required	Y	Y	
Water	No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Air quality	No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Noise vibration	The proposal will result in noise impacts from the use of the temporary closed roads for construction related activities and additional traffic noise on some roads due to the detoured traffic. These impacts are expected to be temporary and minor and will be managed in accordance with the CTMP, CEMP and associated sub-plans. Any road closures outside of standard construction hours will be assessed as part of the Out-of-Hours Works Applications.	No additional control measures required	Y	Y	
Indigenous heritage	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	No additional control 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
Community and stakeholder	Rerouting of traffic during road closures may cause temporary disruption to community members and stakeholders, particularly those that live adjacent to the works. It should be noted that access to all properties will be maintained during any road closures. Refer to the Traffic aspect for further details.	No additional control measures required	Y	Y	
Traffic	The proposal will result in minimal additional traffic impacts due to the temporary road closures around stations during station upgrade works. Road traffic would be rerouted from roads under a full road closure. Cyclists may also be rerouted in some instances where it is unsafe for them to pass. This may result in minor disruption to the usual routes taken by some road users (including emergency services) and cyclists. Any temporary full road closures will be in accordance with any road occupancy licence obtained from the council as required. To ensure that any impacts to road users are minimised temporary full road closures will only be established if the following is granted: • A Road Occupancy Licence (ROL) for a State road (submitted to the NSW Transport Management Centre), or • A Temporary Full Road Closure Application (TFRCA), for a Council road (submitted to the appropriate Local Government Authority). These documents assess the potential impacts	No additional control measures required	Y	Y	

	of the temporary full road closure. To apply for these documents Traffic Management Plans (TMP) and Traffic Control Plans (TCP) must be developed and submitted to the Approving Authority. TMPs and TCPs will specify, the roads to be closed, the duration of the closure, the traffic detour routs and the methods used to close the road. When assessing ROLs or TFRCAs the Approving Authority will assess the impacts on road users, including the impact the temporary road closure may have on the sounding road network. The traffic impacts will be considered against the need for the ROL or TFRCA. If the impacts of the temporary full road closure are too great the Approving Authority may not grant the ROL or TFRCA. In this instance the temporary full road closure cannot be established. The ROL and TFCRA process will also consider: • Potential Impacts to Emergency Services • Safety of the road users, pedestrians and construction staff • Community notification Potential traffic impacts will be managed in accordance with the Construction Traffic Management Plan (CTMP). Potential traffic impacts associated with the proposal (and managed in accordance with the CTMP) are considered to be consistent with the extent of potential traffic impacts assessed in the EIS and SPIR. The CTMP provides for the safe, efficient and effective movement of vehicular, cyclist and pedestrian traffic to keep disruption to traffic on the road network to a minimum. It also provides for the protection of workers from passing and site traffic.				

	As required under the Ministers Condition of Approval, E46 Traffic and Transport Liaison Groups (TTLG) are required to be established. TTLGs comprise representatives from the Relevant Road Authorities, transport operators (including bus and taxi operators) and emergency services as required. The TTLGs must be consulted to inform preparation of the Construction Traffic Management Plan(s). This process of including the TTLGs in the development of TMPs will add additional scrutiny of any proposed temporary full road closure to ensure that impacts to traffic are minimised. The multiple review and approval processes required to establish a temporary full road closure will ensure that any impacts to local traffic are kept to a minimum.				

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste	No waste associated with the full road closure activity. No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Social	No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Economic	No loss of access for businesses associated with the works. Rerouting of traffic will be in place maintaining access to all areas in the vicinity of the works. No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Visual	Vehicles, equipment, plant, signage and barricading will be visible. The visual aspects of these activities is to be expected as part of a major construction project and an operating rail corridor. Visual impacts from construction works and road closures was assessed in the EIS and would be temporary only. Furthermore, road maintenance and utility works are ongoing within these local government areas. No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Urban design	No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Land use	No change from the EIS and SPIR.	No additional control measures required	Y	Y	
Climate Change	No change from the EIS and SPIR.	No additional control 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
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		Y	
Water	No change from the EIS and SPIR.	N/A		Y	
Air quality	No change from the EIS and SPIR.	N/A		Y	
Noise vibration	No change from the EIS and SPIR.	N/A		Y	
Indigenous heritage	No change from the EIS and SPIR.	N/A		Y	
Non-indigenous heritage	No change from the EIS and SPIR.	N/A		Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A		Y	
Traffic	No change from the EIS and SPIR.	N/A		Y	
Waste	No change from the EIS and SPIR.	N/A		Y	
Social	No change from the EIS and SPIR.	N/A		Y	
Economic	No change from the EIS and SPIR.	N/A		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 change from the EIS and SPIR.	N/A		Y	
Urban design	No change from the EIS and SPIR.	N/A		Y	
Geotechnical	No change from the EIS and SPIR.	N/A		Y	
Land use	No change from the EIS and SPIR.	N/A		Y	
Climate Change	No change from the EIS and SPIR.	N/A		Y	
Risk	No change from the EIS and SPIR.	N/A		Y	
Other	No change from the EIS and SPIR.	N/A		Y	
Management and mitigation measures	No change from the EIS and SPIR.	N/A		Y	

12.0 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 changes identified in this assessment are 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, RMS, 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.

13.0 Other Environmental Approvals

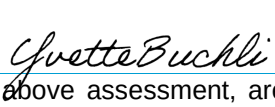
Identify all other approvals required for the project:	• Full road closure approvals from Councils

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:	Mark Trethewy	Signature:	
Title:	Environment & Sustainability Manager		
Company:	Downer	Date:	03/06/2022

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	14/06/2022
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:	16 June 2022
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature: