



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	SM Package 4 HSE. Temporary use of kerb side car parking spaces on Charles Street, Canterbury, for possessions
<b>Prepared by:</b>	Jo-Ann Poole / Ryan O'Leary - HSEJV
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	SWM31
<b>Status:</b>	Final
<b>Version:</b>	C
<b>Planning approval:</b>	SSI 8256
<b>Date required:</b>	06/05/2022
<b>iCentral number:</b>	SM-21-0042875
© Sydney Metro 2020	

For information – do not alter:

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

## Table of contents

1. Existing Approved Project .....	3
2. Description of proposed development/activity/works .....	6
3. Timeframe.....	9
4. Site description .....	10
5. Site Environmental Characteristics .....	11
6. Justification for the proposed works .....	12
7. Environmental Benefit.....	12
8. Control Measures.....	13
9. Climate Change Impacts .....	13
10. Impact Assessment – Construction .....	14
11. Impact Assessment – Operation .....	21
12. Consistency with the Approved Project .....	23
13. Other Environmental Approvals.....	24
Author certification .....	25
Appendix A – Traffic Management Plan .....	26
Appendix B – Standing Plant Permit Application .....	27

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 (S2B)  
Mod 1 Revised station design for Bankstown Station

Date of determination:

Infrastructure Approval date 12 December 2018  
Modification 1 Approval date 22 October 2020

Type of planning approval:

Critical State Significant Infrastructure

### **Approved Project**

The Marrickville, Canterbury and Lakemba Station (MCL) Upgrades is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin / Stephen Edwards Joint Venture (HSE JV).

### **The Southwest Metro (SWM) Project package number 4**

Upgrade works at Canterbury Station involves the following:

- Refurbish and repurpose rooms of existing concourse booking office, platform building 1 and 2;
- Remove existing stair & canopy to Platform 1. Provide a new lift & stair to Platform 1 including associated canopies;
- Regrade platform as per Sydney Metro's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- Provide a new lift to platform 2 including associated canopies;
- Construction of the Sydney Metro Services Building;
- Provide new security gates to concourse entry;
- New cabling and containment for LV services and lighting;
- Clad the southern side of station concourse booking office, and refurbish the building. Provide a new opening onto Canterbury Road for existing retail;
- Remove the existing planter beds to Broughton Street;
- Remove the canopy directly over the existing planter bed facing Broughton Street;
- Remove existing brick retaining wall from station concourse forecourt entry adjacent to Canterbury Road;
- Provide accessible entries from both Canterbury Road and Broughton Street to station concourse;
- Replace the existing vertical protection (anti-throw) screens to the station concourse bridge;
- Renew lighting to the concourse, footbridge, platform buildings, platforms and ramp to Platform 2;
- Repair the existing booking office roof and associated stormwater system. Repaint, repoint and repair existing platform buildings;

- Replace existing balustrade on Platform 2 ramp and continue new fencing to platform building 2 with new. Resurface asphalt finish to Platform 2 ramp and contain asphalt edges with steel flat bar;
- Installation of new CSR cable route;
- Installation of security and segregation fencing;
- Canterbury Road bridge parapet works (city and country side); and
- Replacement of existing bus shelters on Broughton Street.

It should also be noted that the SPIR identified key changes to the construction methodology for the preferred project (compared to the exhibited project in the EIS) to reduce community impacts. This Planning Approval Consistency Assessment has been produced to assess potential impacts of temporary removal of public car parking spaces near 15 Charles Street, Canterbury associated with Canterbury Station upgrades to Sydney Metro standards, and to determine whether those impacts can be appropriately managed under the current Conditions of Approval, Revised Environmental Mitigation Measures, management plans, procedures and strategies.

*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; and
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, 22nd October 2020.

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

### Summary of the proposal

This Planning Approval Consistency Assessment (CA) relates to the temporary closure (possession/closedown only) and use of a total of nine kerb side car parking spaces on both sides (four (4) on the north side and five (5) on the south side) of the road near 15 Charles Street, Canterbury. The kerb side car parking spaces to be used are shown in Figure 2 below.

### Description of the proposal

The closure and use of these car parking spots is required to increase the construction area around the proposed Metro Services Building (MSB) area for the delivery/removal of plant and equipment. Four (4) parking spaces along the MSB area will be used for parking of construction plant (e.g. Elevated Work Platform (EWP)) and for the loading and unloading of equipment (structural steel for MSB structure, bricks, pallets, block work, etc.), while 5 (five) parking spaces on the other side of the road will be used for delivery of plant, to turn vehicles and facilitate traffic from time to time. At this point of the Project, HSEJV requires different vehicles and plant with different turning circles. Note these parking spaces will be made available to the public when not in use by HSEJV. Due to a low clearance of the Cooks River rail bridge, the delivery trucks have to access and egress the site compound at Charles Street through the intersection between Charles Street and Canterbury Road.

The proposed area and impacts will not require additional amendments to the current traffic management approved for use during possessions. Approved traffic management permits for single lane closure and full closure for a short time (up to a maximum of approximately 10 minutes to do the operation and manoeuvring) allowing construction plant manoeuvring between the main compound (the MSB construction area) and the compound located at 6 Charles Street. Delivery of construction materials is scheduled and only one truck will arrive at a time to minimise traffic impacts on Charles Street.

Charles Street is located within the City of Canterbury Bankstown Council Local Government Area (LGA) as shown in Figure 1 below. The footpath along the multi-storey building at 15 Charles Street will be maintained open. The pedestrian pathway along the MSB area will be closed and traffic controllers will safely re-direct pedestrians to the other side of Charles Street as detailed in the Traffic Control Plans (TCPs). Appendix A provides traffic controls planned to be in place.

Charles Street will be closed periodically for a maximum of 10 minutes to control construction traffic; however, the road will predominantly be maintained open to public traffic. There will be a Site Supervisor monitoring the works to ensure compliance. The traffic controller crew will

manage all construction vehicles movements between the main compound (the MSB construction area) and the compound located at 6 Charles Street, including public traffic.



**Figure 1 – Location of car parking spaces on Charles Street, Canterbury**

Closure of 9 kerb side car parking spaces, 4 on the north side and 5 on the south side, will only be required during possession works and two days after. Note that unloading and offloading of plant cannot be undertaken on the same day the possession/closedown starts and finishes. Preparation works are required prior to and after the possession/closedown.

Plant and equipment to be used at Charles Street and to access the rail corridor is not expected to differ from the approved construction methodology. The machinery to be parked and construction material loaded and unloaded includes, but not limited to:

- Mobile/Franna crane
- Delivery trucks (semi-trucks)
- EWP
- Structural components (e.g. structural steel for MSB structure, bricks, pallets, block work, etc.).

This land is located outside, but adjacent to the existing Project Boundary as defined by the EIS/SPIR.

At the end of possession/closedown the proposed area would be reinstated to the public.

No change to project staffing levels is expected during the proposed works.



### 3. Timeframe

The proposed area would be used from 5 May to 31 August 2022 which includes the following planned rail possessions and closedowns associated with the project.

Type	Weekend	Start	Finish
WE	45	Saturday, 7 May 2022	Sunday, 8 May 2022
WK	46	Monday, 16 May 2022	Thursday, 19 May 2022
WE	47	Saturday, 21 May 2022	Sunday, 22 May 2022
WE	1	Saturday, 2 July 2022	Sunday, 10 July 2022
WE	7	Saturday, 13 August 2022	Sunday, 14 August 2022
WE	8	Saturday, 20 August 2022	Sunday, 21 August 2022

These dates exclude the two days before and after the possession periods and shutdown. Unloading and offloading of plant cannot be undertaken on the same day the possession/closedown starts and finishes. Preparation works are required prior to and after the possession/closedown.

Deliveries will be received intermittently during this period which means use of the car parking spaces will be sporadic. When not this area is not being used, the car parking spaces will be given back to the community during the aforementioned timeframe.

## 4. Site description

The kerb side car parking spaces shown in Figure 2 below, proposed for use by HSE JV, are located within the road reserve on land owned by the City of Canterbury-Bankstown Council. A standing plant permit application has been submitted to the City of Canterbury-Bankstown Council which is provided in Appendix B. Approval of the standing plant permit is regarded as landowner approval for use of the area in this assessment.



Figure 2 – Car parking spaces to be closed

## 5. Site Environmental Characteristics

- The environment at Charles Street, Canterbury is described as typical urban (residential/commercial) street scape.
- The public car parking spaces are bordered by the main site compound (Metro Station Building area), gutters, a footpath and private residential multi-storey building located at 15 Charles Street.
- Parking zone information – 4P 8:30am – 6pm Mon – Fri.
- Nearby vegetation consists of planted trees on both sides of Charles Street next to the car parking area. No vegetation would be impacted as a result of the temporary possession of a number of car parking spaces.
- Rainfall runoff from the area enters stormwater pits located within the kerb side gutter.
- Stormwater pits are located to the front of the car spaces to 15 Charles Street and directly north-west next to the pedestrian crossing.
- There is no known protected flora or fauna in the vicinity.

HSE JV will restore the car parking spaces to their pre-existing condition at the completion of the possession/closedown in accordance with a dilapidation report.

## 6. Justification for the proposed works

Currently, there are minimal available flat hardstand surfaces around the main compound (Metro Station Building area) and the rail corridor that are located within the project boundary. As such, the nine kerb side public car parking spaces near 15 Charles Street are deemed to be the most suitable location for delivery/removal of plant, materials and to park plant, which requires a larger hard stand area to operate safely.

It will also ensure safe manoeuvring of vehicles in the MSB area and prevent Charles Street from being completely closed. There will be a maximum of approximately ten (10) minutes stop and go which will be managed accordingly.

The project boundary at Canterbury includes mostly built-up areas. There would be no other feasible location to place the machinery and safely deliver construction materials to the Metro Services Building area. No rail service during the possessions will be operating during the road closure so this would have minimal disruption to potential commuters. The HSEJV work area is located beyond the business sections. Minor deliveries occur at the shops nearby in the first approximately 100m of Charles near to Canterbury Rd. We are proposing beyond 150m away from the Canterbury/Charles Street intersection. These are public car spaces. There is sufficient car parking in the vicinity.

In addition, it does not impact rail replacement buses as the rail replacement buses are on Canterbury Road and do not use Charles Street route.

## 7. Environmental Benefit

NIL

## 8. Control Measures

Works will be completed under the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Soil and Water Management Plan (CSWMP), and Community Consultation Strategy (CCS).

The Environmental Control Map (ECM) and Erosion and Sediment Control Plan (ESCP) will be updated accordingly to capture the temporary use of 9 kerb side car parking spaces near 15 Charles Street, Canterbury.

## 9. Climate Change Impacts

There will be no climate change impacts from these works.

## 10. 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	Vegetation would not be required to be removed. No change from approved project as detailed in the EIS and SPIR.	Tree protection to be installed near 15 Charles Street around the trees along the public car parking spaces to be occupied by HSE JV in accordance with the CEMP. This will prevent damage to trees.	Y	Y	
Water	No change is proposed to the existing water system from approved project as detailed in the EIS and SPIR.	Implement mitigation measures as stated within the CEMP and ESCP.  The stormwater pit next to the pedestrian crossing approximately 18m away will be protected with ERSED controls.  No additional measures required.	Y	Y	
Air quality	There will be potential localised dust and emission impacts from vehicle and material movements. Emission impacts are considered negligible during loading and unloading operations. If it is not plant parked, there will be a car parked there and exhaust emission impacts will be negligible.  The extent of impacts is considered to be consistent with the impacts assessed within the EIS and SPIR.	Implement mitigation measures as stated within the CEMP.  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
Noise vibration	The machinery will be located approximately 20 meters from the nearest receivers. Noise monitoring will be undertaken during possessions to ensure compliance with the CNVIS attached to the OOHW application. CNVIS will be provided separately. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	<p>Implementation of control measures as per the CEMP, CNVMP and OOHW.</p> <p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address construction laydown machinery which are considered relevant to the proposal.</p> <p>HSEJV will manage the delivery vehicles in order to minimise reversing movements and beeper noise by delivery vehicles.</p> <p>Noise monitoring will be undertaken during the possession period.</p> <p>No additional measures required.</p>	Y	Y	
Aboriginal Heritage	The temporary use of the Charles Street public car parking spaces does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No heritage listed items are near the public car parking spaces along Charles Street to be used during the possession periods. Additionally, the temporary use of this land does not go below the ground surface and therefore no potential to impact archaeological heritage.	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
Community and stakeholder	<p>The proposed temporary possession of public car parking spaces near 15 Charles Street is expected to result in minor inconveniences to the community associated with changed traffic conditions and reduced parking spaces.</p> <p>HSEJV will manage the delivery vehicles in order to minimise reversing movements and beeper noise by delivery vehicles.</p> <p>This is negligible during loading and unloading operations. If it is not plant parked, there will be a car parked there and exhaust emission impacts will be negligible.</p> <p>These are public car spaces. There is sufficient car parking in the vicinity.</p> <p>No private property access will be impacted by the proposed public car park closure as the machinery will be located within the car parking spots. Note that spaces to be taken are public spaces not visitor parking spaces for apartment complexes.</p> <p>The HSEJV work area is located beyond the business sections. Minor deliveries occur at the shops nearby in the first approximately 100m of Charles near to Canterbury Rd. We are proposing beyond 150m away from the Canterbury/Charles Street intersection.</p> <p>No change from approved project as detailed in the EIS and SPIR.</p>	<p>Community notification will be provided via letterbox drop and emailed prior to the shutdown period.</p> <p>Implementation of controls detailed the TCPs.</p> <p>No additional measures required</p>	Y	Y	



<p>Traffic</p>	<p>Charles Street is already used as the main access road to the site compounds located on both sides of Charles Street, therefore, traffic levels in this area will remain consistent with the existing environment during the Canterbury Station Upgrades.</p> <p>Charles Street will be closed periodically for a maximum of 10 minutes to control construction traffic; however, the road will predominantly be maintained open to public traffic.</p> <p>The footpath along the multi-storey building at 15 Charles Street will remain open. The pedestrian pathway along the MSB area will be closed and traffic controllers will safely re-direct pedestrians to the opposite side of Charles Street.</p> <p>The temporary closure and use of a total of nine kerb side car parking spaces on both sides of the road near 15 Charles Street, Canterbury during the possession periods and 2 additional days after possession will have minor traffic impacts to the public. Unloading and offloading of plant cannot be undertaken on the same day the possession/closedown starts and finishes. Preparation works are required prior to and after the possession/closedown.</p> <p>The car parking spaces near 15 Charles Street are used by public and loss of parking spaces will have minor impacts to the community as possession and shutdown periods where demand for commuter spaces is low.</p> <p>The HSEJV work area is located beyond the business sections. Minor deliveries occur at the shops nearby in the first approximately 100m of Charles near to Canterbury Rd. We are proposing beyond 150m away from the Canterbury/Charles Street intersection.</p> <p>Minor change from approved project as detailed in the EIS and SPIR. These car spaces are public car spaces and parking for businesses is further towards</p>	<p>Implementation of mitigation measure as per the CTMP and the TCPs.</p> <p>No additional measures required</p>	<p>Y</p>	<p>Y</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
	Canterbury Road on Charles St including the Woolworths parking. Residents have underground car parking spaces and there is sufficient car parking in the vicinity. Impacts on car spaces is temporary.				
Waste	No waste is proposed to be stored within the public car parking spaces. The waste impact in this location is consistent with the approved project. No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Social	As above for Community and Stakeholder.	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
Economic	<p>The temporary closure and use of a total of nine kerb side car parking spaces on both sides of the road near 15 Charles Street, Canterbury is as per the dates in Section 3 above. Two (2) additional days after possession will not impact local business as the nearest local cafes-shops are located approximately 200 metres away.</p> <p>Unloading and offloading of plant cannot be undertaken on the same day the possession/closedown starts and finishes. Preparation works are required prior to and after the possession/closedown.</p> <p>These are public car spaces. There is sufficient car parking in the vicinity.</p> <p>Due to a low clearance of the Cooks River rail bridge, the delivery trucks have to access local businesses at Charles Street through the intersection between Charles Street and Canterbury Road. The proposed closure and use of car parking spaces will not impact this delivery arrangements.</p> <p>The HSEJV work area is located beyond the business sections. Minor deliveries occur at the shops nearby in the first approximately 100m of Charles near to Canterbury Rd. We are proposing beyond 150m away from the Canterbury/Charles Street intersection.</p> <p>No change from the EIS and SPIR.</p>	No additional measures required.	Y	Y	
Visual	<p>Visual impacts from the spread of machinery and the like in this location will be temporary. The machinery required and visual impacts of machinery is addressed in the EIS and SPIR, visual aspects are considered to be consistent with the EIS and SPIR.</p>	<p>Visual impacts from plant/machinery will be temporary in nature given the short duration for possessions. This is consistent with construction works in the area.</p>	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
Urban design	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Land use	The temporary change of the public carpark to allow the placement of machinery is acknowledged. The public car park spaces proposed to be used are outside, but adjacent to the Project Boundary as defined by the EIS/SPIR.	No additional measures required.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Risk	Use of authorised Traffic Controllers with TCPs will be implemented to mitigate risk. No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Management and mitigation measures	The project Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), and Community Consultation Strategy (CCS) will be updated accordingly to identify the temporary use of the nine kerb-side public car parking spaces during the possession periods.  The ECM will be updated accordingly to reduce risks of the use of the public car spaces on both sides of Charles Street.	No additional measures required.	Y	Y	

## 11. 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	Y	
Water	No change from the EIS and SPIR.	N/A	Y	Y	
Air quality	No change from the EIS and SPIR.	N/A	Y	Y	
Noise vibration	No change from the EIS and SPIR.	N/A	Y	Y	
Aboriginal heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Non-Aboriginal heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A	Y	Y	
Traffic	No change from the EIS and SPIR.	N/A	Y	Y	
Waste	No change from the EIS and SPIR.	N/A	Y	Y	
Social	No change from the EIS and SPIR.	N/A	Y	Y	
Economic	No change from the EIS and SPIR.	N/A	Y	Y	
Visual	No change from the EIS and SPIR.	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
Urban design	No change from the EIS and SPIR.	N/A	Y	Y	
Geotechnical	No change from the EIS and SPIR.	N/A	Y	Y	
Land use	No change from the EIS and SPIR.	N/A	Y	Y	
Climate Change	No change from the EIS and SPIR.	N/A	Y	Y	
Risk	No change from the EIS and SPIR.	N/A	Y	Y	
Other	No change from the EIS and SPIR.	N/A	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	N/A	Y	Y	

## 12. 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, they will facilitate it. The project would continue to provide a new 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 temporary and 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?	There will be short-term and minor potential community impacts with the temporary possession of the public car parking spaces on both sides of 15 Charles Street, Canterbury. There will be community impacts however the impacts would be consistent with the approved project. All potential impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS and construction environmental management plan and sub-plans for the 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.

## 13. Other Environmental Approvals

Identify all other approvals required for the project:

Canterbury-Bankstown City Council landowner consent via a standing plant and ROL and the Out Of Hours Works (OOHW) Approvals from Sydney Metro



## 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:	Jo-Ann Poole / Ryan O'Leary	Signature:	
Title:	Environment Advisor / Environment Manager		
Company:	HSEJV	Date:	3/05/2022

This section is for Sydney Metro only.

### Application supported and submitted by

Name:	Yvette Buchli	Date:	05/05/22
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:	06/05/22
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

# Appendix A – Traffic Management Plan

SHEET 2

**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- 30km/h SPEED RESTRICTION USED WHERE 1.5m CLEARANCE CANNOT BE ACHIEVED.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.

LEGEND	
WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
TEMPORARY SIGN POSITION	d
SITE ACCESS / EGRESS	

	DRAWN BY:	AG	DESIGNER
	DRW CHECK:	AG	
	APPROVED:	AG	
	IND REVIEW:	N/A	
P1	LP	7.03.21	ORIGINAL ISSUE
REV	BY	DATE	DESCRIPTION
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:

**HASLIN CONSTRUCTIONS - CANTERBURY STATION UPGRADE**  
**CANTERBURY STATION**  
**CHARLES STREET STOP/SLOW - DRAINAGE WORKS**  
**LOCALITY PLAN**

DRAWING No:	HAS-CAN-30020-P1
SHEET	1 OF 2
REVISION	P1



LEGEND

WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

APPROVED BY  
 NAME: L. PEAU  
 PWTMP CARD: 005192385  
 SIGN:   
 DATE: 1.26.2021

DRAWN BY: AG  
 DRW CHECK: AG  
 APPROVED: AG  
 IND REVIEW: N/A



HASLIN CONSTRUCTIONS - CANTERBURY STATION UPGRADE  
 CANTERBURY STATION  
 CHARLES STREET STOP/SLOW - DRAINAGE WORKS  
 TRAFFIC GUIDANCE SCHEME

DRAWING No: HAS-CAN-30020-P1  
 SHEET 2 OF 2  
 REVISION P1

SHEET 2

**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- 30km/h SPEED RESTRICTION USED WHERE 1.5m CLEARANCE CANNOT BE ACHIEVED.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.

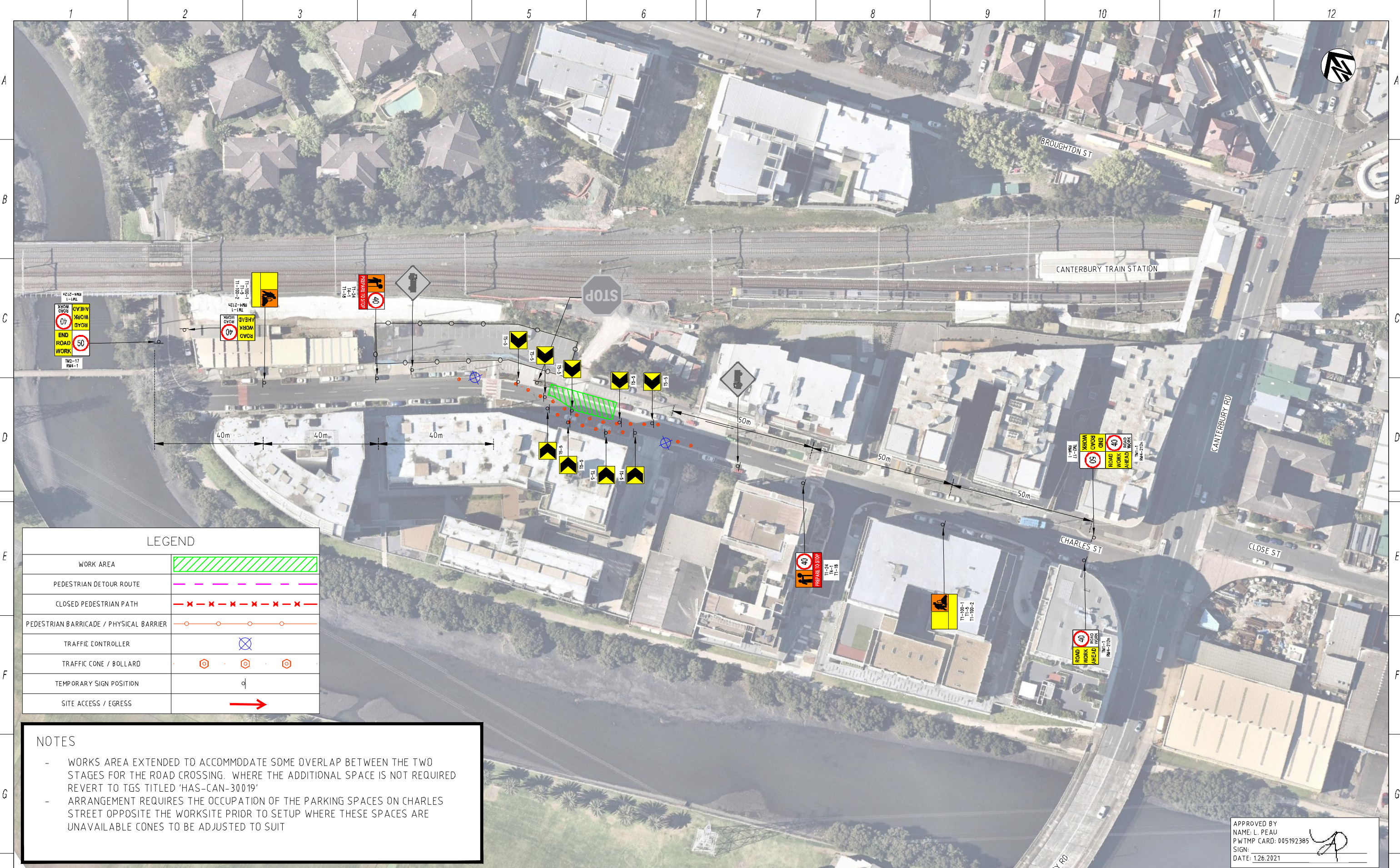
LEGEND	
WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
TEMPORARY SIGN POSITION	d
SITE ACCESS / EGRESS	

DRAWN BY:	AG	 
DRW CHECK:	AG	
APPROVED:	AG	
IND REVIEW:	N/A	

DESIGNER		CLIENT	
----------	--	--------	--

<b>HASLIN CONSTRUCTIONS - CANTERBURY STATION UPGRADE</b> <b>CANTERBURY STATION</b> <b>CHARLES STREET STOP/SLOW - ROAD CROSSING PART 1</b> <b>LOCALITY PLAN</b>
---

DRAWING No: HAS-CAN-30021-P1
SHEET 1 OF 2
REVISION P1



**LEGEND**

WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

**NOTES**

- WORKS AREA EXTENDED TO ACCOMMODATE SOME OVERLAP BETWEEN THE TWO STAGES FOR THE ROAD CROSSING. WHERE THE ADDITIONAL SPACE IS NOT REQUIRED REVERT TO TGS TITLED 'HAS-CAN-30019'
- ARRANGEMENT REQUIRES THE OCCUPATION OF THE PARKING SPACES ON CHARLES STREET OPPOSITE THE WORKSITE PRIOR TO SETUP WHERE THESE SPACES ARE UNAVAILABLE CONES TO BE ADJUSTED TO SUIT

APPROVED BY  
 NAME: L. PEAU  
 PWTMP CARD: 005192385  
 SIGN:   
 DATE: 1.26.2021

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A





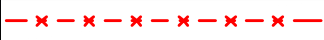





HASLIN CONSTRUCTIONS - CANTERBURY STATION UPGRADE  
 CANTERBURY STATION  
 CHARLES STREET STOP/SLOW - ROAD CROSSING PART 1  
 TRAFFIC GUIDANCE SCHEME

DRAWING No:	HAS-CAN-30021-P1	
SHEET	2	OF 2
REVISION	P1	

SHEET 2

**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- 30km/h SPEED RESTRICTION USED WHERE 1.5m CLEARANCE CANNOT BE ACHIEVED.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.

LEGEND	
WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

P1	LP	7.03.21	ORIGINAL ISSUE	LP	
REV	BY	DATE	DESCRIPTION	APPD.	
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:		

**DRAWN BY:** AG  
**DRW CHECK:** AG  
**APPROVED:** AG  
**IND REVIEW:** N/A

DESIGNER  
  
 CLIENT  


HASLIN CONSTRUCTIONS - CANTERBURY STATION UPGRADE  
 CANTERBURY STATION  
 CHARLES STREET STOP/SLOW - ROAD CROSSING PART 2  
 LOCALITY PLAN

DRAWING No: HAS-CAN-30022-P1  
 SHEET 1 OF 2  
 REVISION P1



LEGEND

WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

APPROVED BY  
 NAME: L. PEAU  
 PWTMP CARD: 005192385  
 SIGN:   
 DATE: 1.26.2021

DRAWN BY: AG  
 DRW CHECK: AG  
 APPROVED: AG  
 IND REVIEW: N/A



HASLIN CONSTRUCTIONS - CANTERBURY STATION UPGRADE  
 CANTERBURY STATION  
 CHARLES STREET STOP/SLOW - ROAD CROSSING PART 2  
 TRAFFIC GUIDANCE SCHEME

DRAWING No: HAS-CAN-30022-P1  
 SHEET 2 OF 2  
 REVISION P1



# Appendix B – Standing Plant Permit Application

**About this application**

This application is to be used when applying to carry out construction related activities within road reserve such as temporary full or partial road closure, stand and operate vehicle or plant and establish work zones.

**How to complete this application**

1. Ensure that all fields have been filled out correctly (Please note that fields on this form marked with an asterisk\* are mandatory and must be completed before submitting the application).
2. Inadequate information will delay processing of your application.
3. Once completed you can **submit this form by email to [metro@cbc.city.nsw.gov.au](mailto:metro@cbc.city.nsw.gov.au) and pay by credit card**. Once the form is received by Council one of our Customer Service Team members will contact you on the number provided to obtain payment.

**Notes on urgency fee**

1. Installation of a Work Zone and Temporary Full Road Closure require approval of the Local Traffic Committee and the process generally takes four (4) weeks. If they are needed in less than 4 weeks, the applicant will need to make an urgency request, the Urgency Fee will apply to any such requests.
2. Such urgency requests may be completed within 2 weeks of receipt of a completed form and all necessary attachments/additional information. While Council will endeavour to complete the permit within 2 weeks of the payment of the application fee, in certain circumstances, it may not be possible to do so. These circumstances apply to work on State Road, work where a Road Occupancy Licence is required from the Transport Management Centre, where there is a bus stop at the front of the property, or other impediment. The Traffic Engineer will advise if the Application can be made urgently.
3. Minimum of ten (10) working days are required for Council to process Standing & Operating Vehicle or Plant Applications AND Road Lane, Footpath Closure Applications. If possible, urgent Standing Plant & Operating Vehicle Applications will be processed within two (2) working days following complete lodgement of the applications, additional Urgency Fees will apply.

**Part 1: Details of the Applicant**

Business/Company Name\*

Company's Function (i.e. contractor, sub-contractor)

Business Number ACN/ABN\*

Contact Name\*

Address\*

Mobile Number\*

Email address\*

**Part 2: Location and Details of Proposed Development Work**

Street Name\*

Between Streets\*

Suburb\*

**Part 3: Application Activity Type**

 Work Zone (WZ)<sup>^</sup>

 Temporary Full Road Closure<sup>^</sup>(WZ)

Stand &amp; Operate Vehicle or Plant (CON)

Road Opening (RO)

Partial Road Closure – Traffic Lane and/or Footpath (RLF)

<sup>^</sup> Local Traffic Committee approval is required

**Part 4: Supporting Information to be Submitted**
**Work Zone (WZ)**

Time Period Required:

Total Number of Months Required\*

Requested Date of Installation\*

**Stand & Operate Vehicle or Plant (CON)**

Please select the involved vehicle or plant to be operating on the road or footpath:

Mobile Crane

Concrete Pump or Truck

Other Work Vehicle, please specify:

Total Number of Days Required\*

Start Date

Finish Date

Times from

to

**Partial Road Closure – Traffic Lane and/or Footpath (RLF)**

Number of Lanes and/ Footpaths to be Closed

One Lane/One Footpath

Two Lanes/One Lane plus One Footpath

Total Number of Days Required\*

Start Date

Finish Date

Times from

to

**Temporary Full Road Closure (WZ)**

Dates of Closure\*

to

Hours of Closure\*

to

Alternative dates in case of inclement weather \*

to

Reason for temporary road closure\*

**Road Opening (RO)**

Purpose of Opening

Proposed commencement date

Proposed completion date

**Part 5: Supporting Information to be Submitted**

**Note** - Electronic copies of documents on USB or CD need be provided with the Work Permit application

Certificate of Currency for Public Liability Insurance cover of a minimum of \$20,000,000 from the Developer indicating Canterbury Bankstown Council as the Interested Party

Traffic Control Plan (TCP) in accordance Australian Standards AS1742.3

Road Occupancy License (ROL) if working within 100m of a State or Regional Road, or within 100m of traffic signals

**Part 6: Fees & Charges**
**Work Zone (WZ)**

12 metre length for 6 months period in advance		\$ 5,710
--	--	----------

Additional Fee – 6 metre length (initial 6 month minimum period)		\$ 2,287
--	--	----------

Additional Fee – 6 metre length per month (after initial 6 month period)		\$ 382
--	--	--------

**Urgency Fee**

Quick approval (within 2 weeks) additional fee		\$ 539
--	--	--------

**Stand & Operate Vehicle or Plant (CON)**

Application Administration Fee – Non Refundable	ADM	\$ 105
---	-----	--------

Crane / Concrete Truck / Other Vehicle Occupy One Lane / One Footpath – Per Day	CR1	\$ 148
---	-----	--------

Crane / Concrete Truck / Other Vehicle Occupy Two Lanes / One Lane plus One Footpath – Per Day	CR2	\$ 223
--	-----	--------

Urgent Standing Plant/Crane/Concrete Pump permit approval within two (2) working days	CRURG	\$ 306
---	-------	--------

**Road Lane and / or Footpath Area Closure (Without Plant or Vehicle)**

Road Lane / Footpath Closure - One Lane / One Footpath – Per Day	RLF1	\$ 62
--	------	-------

Road Lane / Footpath Closure - Two Lanes / One Lane Plus One Footpath - Per Day	RLF2	\$ 92
---	------	-------

**Temporary Full Road Closure**

Application Administration Fee including Assessment – Non Refundable		\$ 543
--	--	--------

Road Closure Fee Per Day		\$ 420
--------------------------	--	--------

<b>Public Domain Works Inspection</b>	<b>CWI</b>	<b>\$ 157</b>
---------------------------------------	------------	---------------

**Road Opening Permit**

Administration Fee (Non Refundable)	\$105.00
Minimum Charge	\$656.00
<b>Initial Payment Required</b>	<b>\$761.00</b>

Road Restoration application partial refund may be made if no road opening occurs within the roadway, that is, work is only carried out within the grass nature strip of the footway and restored to the satisfaction of the Restoration Supervisor.

**Restoration Fees**

For public utilities, contractors and development works, an inspection will be carried out by Council's Restoration Supervisor following temporary rectification of the existing work site by the applicant. Applicants may be responsible for the payment of additional fees depending on the size and scope of the restoration works. Details of additional restoration fees listed below as adopted by Council for 2021/2022 financial year.

Description	Unit Rate	Description	Unit Rate
<b>Asphalt Roadway per m<sup>2</sup></b> (includes saw cutting, tipping, traffic control on minor roads, establishment fee, 150mm depth as per S108)		<b>Kerb &amp; Guttering &amp; Miscellaneous Restoration Charges</b>	
Concrete Base	Quote	Kerb and Gutter or Dish Gutter per lineal metre	
On all classes of base except concrete,		Minimum Fee includes establishment Up to 1 Im	\$656.00
Up to 1m <sup>2</sup> - Minimum Fee	\$656.00	Per lineal metre plus Min Fee 1-50 Im	\$238.00
Over 1m <sup>2</sup> to 20m <sup>2</sup> - Per square meter in addition to minimum fee	\$315.00	Chargeable at actual cost Over 50 Im	Quote
Over 20m <sup>2</sup> to 50m <sup>2</sup> - Per square meter in addition to minimum fee	\$265.00		
Over 50m <sup>2</sup> - Chargeable at actual cost	Quote	<b>Vehicle Crossing per square metre</b>	
Additional traffic control when required Minimum Fee (per traffic controller / per shift)	\$985.00	Minimum Fee includes establishment Up to 1 m <sup>2</sup>	\$656.00
Works outside normal business hours when required	Quote	Light/medium duty vehicle crossing per m <sup>2</sup> plus Min Fee	\$262.00
Unsealed Pavement	\$208.00	Heavy duty vehicle crossing per m <sup>2</sup> plus Min Fee	\$334.00
<b>Footpath Works per m<sup>2</sup> (includes saw cutting fee)</b>		Extra heavy duty vehicle crossing per m <sup>2</sup> plus Min Fee	\$470.00
Concrete Footpath minimum fee includes establishment up to 1.5 m <sup>2</sup>		Dowelling in driveway to join adjacent slabs per dowel	\$30.00
Concrete Up to 1.5m <sup>2</sup> - Minimum Fee	\$656.00	Stamped or coloured concrete vehicle crossing	Quote
Concrete – Over 1.5m <sup>2</sup> up to 20m <sup>2</sup> Per Square Metre in addition to minimum fee	\$262.00		
Concrete – Over 20m <sup>2</sup> up to 50m <sup>2</sup> Per Square Metre in addition to minimum fee	\$217.00	Stormwater Kerb Outlet (each)	\$276.00
Concrete – Over 50m <sup>2</sup> Chargeable at actual cost	Quote	Inlet installation per 1m plus cost of lintel	Quote
Restoration – asphalt up to 1m <sup>2</sup> – Minimum Fee	\$656.00		
Restoration – Over 1m <sup>2</sup> up to 20m <sup>2</sup> Per Square Metre in addition to minimum fee	\$230.00	Kerb/pram ramp (standard) each	\$1570.00
Restoration - Over 20m <sup>2</sup> up to 50m <sup>2</sup> Per Square Metre in addition to minimum fee	\$175.00		
Restoration – Over 50m <sup>2</sup> – Chargeable at actual cost	Quote	Street Furniture garbage bins, bus seats (chargeable at actual cost)	Quote
<b>Unpaved Grass Footways</b>		<b>Saw cutting per lineal metre</b>	
Between 0-100 m <sup>2</sup> Minimum Fee	\$896.00	Includes establishment fee & slurry pick up charge	Quote
Area over 100 m <sup>2</sup> cost per m <sup>2</sup> plus Minimum Fee	\$26.00		
<b>Telstra pit replacement</b>		<b>Line marking per lineal metre</b>	
Minimum Fee \$3,100.00	Quote	Site establishment fee	\$346.00
		Installation of linemarking (chargeable at actual cost)	Quote

## Work Permit Application 2021/2022 (For SYDNEY METRO Project)

Under the NSW Road Rules 2014, Roads Act 1993 and Local Government Act 1993  
Application Lodgement Hours 9am-4pm Monday-Friday  
**LODGE WITH COUNCIL AT LEAST 4 WEEKS IN ADVANCE OF REQUIRED DATE**

<i>Decorative Paving per m2</i>			<b>Public Utility Authorities Inspection Fee</b>	
All types minimum charge		\$656.00		
Type 1 large format concrete/granite	Over 1 m2	\$607.00	Minimum Restoration Inspection fee (includes 3 inspections)	\$195.00
Type 2 exposed aggregate in situ concrete	Over 1 m2	\$487.00	Fee for inspection with 48 hours notice in addition to initial inspections. Additional to minimum fee	\$134.00
Type 4 asphalt infill with paver banding	1-10 m2	\$577.00	Fee for inspection with less than 48 hours notice, in addition to initial inspections. Additional to minimum fee	\$195.00
	11-50 m2	\$488.00		
	Over 50 m2	\$390.00		
Small format concrete/clay paving on granular base		\$251.00	Note the above fee does not apply to Utility Authorities or their nominated contractors if Council is engaged to carry out the restoration work, or where there is a Memorandum of Understanding with Council for restorations.	
Terra bond around trees		\$283.00		
Tactile ground surface indicators		\$340.00		

**Part 7: Applicant Checklist and Declaration**

I have read and understand the Schedule of Conditions.

I declare that all the information given is true and correct.

I have attached a copy of a site specific Traffic Control Plan prepared by a TfNSW certified designer.

I have attached a copy of a Traffic Management Plan for the proposed road closure (use template from TfNSW website) – if applicable.

I have included a draft copy of the notification letter for a letter box drop.

I have attached a copy of Public Liability Insurance Certificate, minimum of \$20 Million, Canterbury- Bankstown City Council must be listed as an interested party on the certificate of currency.

I have applied for a Crane Permit or Road Opening Permit - if applicable.

I understand that I must pay a Road Closure Fee and all costs associated with notifying the closure, prior to the approval being granted – the fees are detailed in Part 6: “Fees and Charges”.

I have notified the Police Command about the proposed temporary full road closure – if applicable.

I declare that the information I have provided is true and correct and that I have read and understood the Schedule of Conditions and agree to comply with them.

Applicant's Name\*

Applicant Signature\*

Date\*

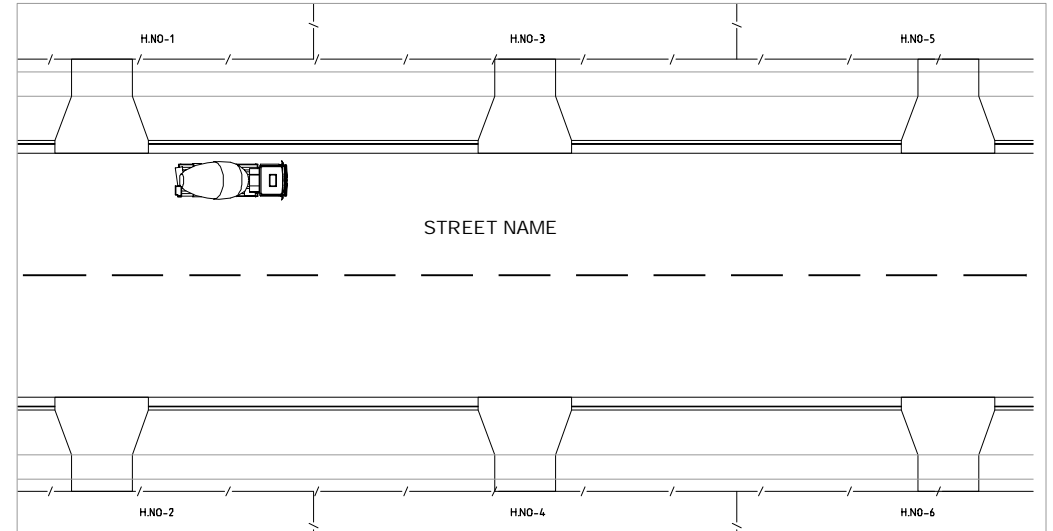
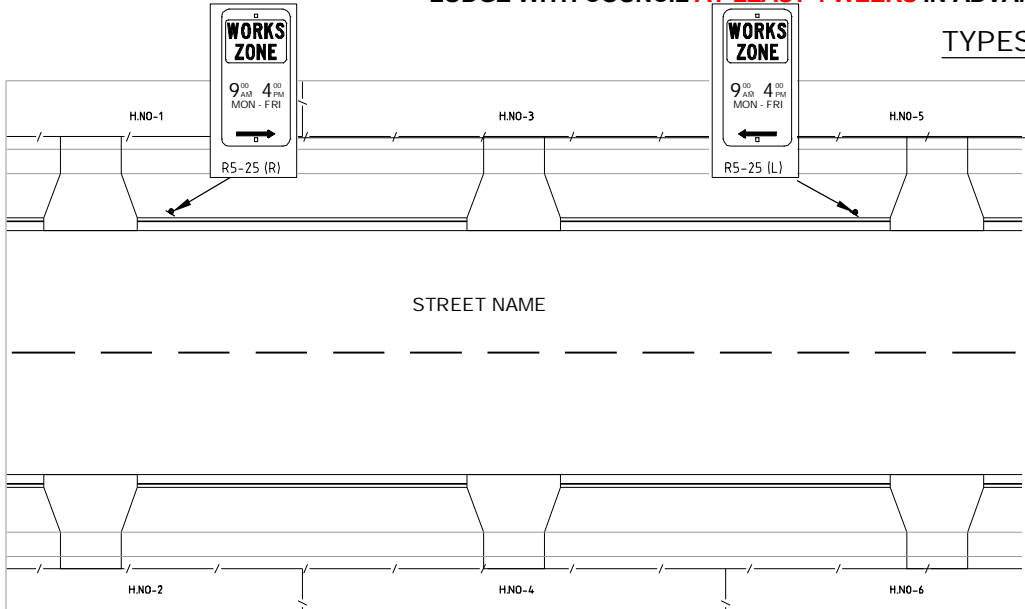
# Work Permit Application 2020/2021

## (For SYDNEY METRO Project)

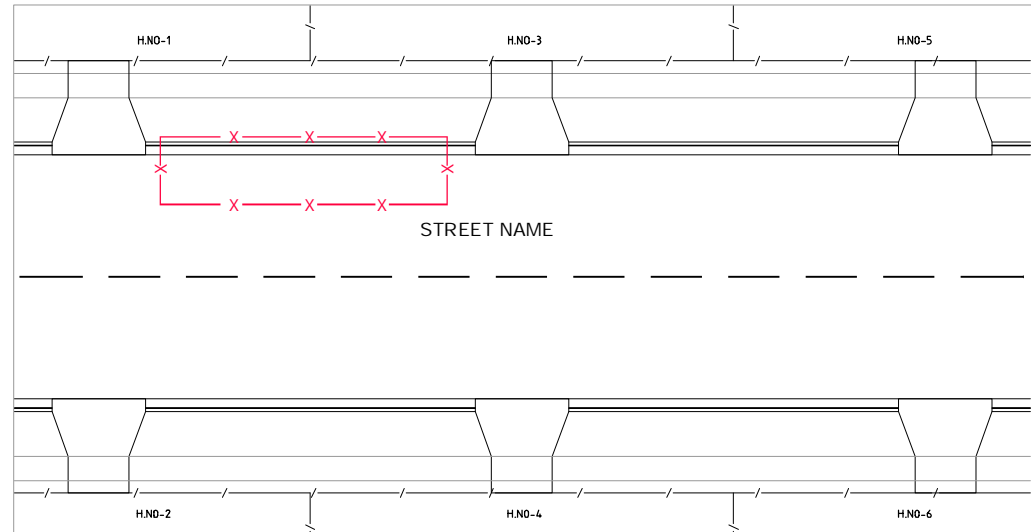
Under the NSW Road Rules 2014, Roads Act 1993 and Local Government Act 1993  
Application Lodgement Hours 9am-4pm Monday-Friday

LOGDE WITH COUNCIL **AT LEAST 4 WEEKS** IN ADVANCE OF REQUIRED DATE

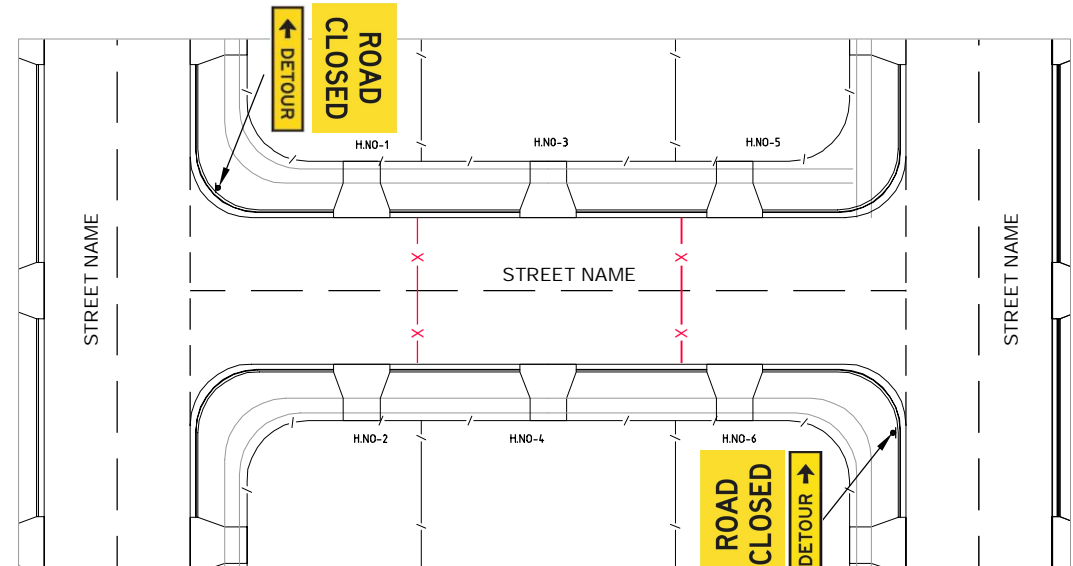
### TYPES OF PERMIT



### WORK ZONE



WORK VEHICLE / STANDING PLANT  
STAND OR OPERATE VEHICLE



CONSTRUCTION FENCE / BARRIER  
PARTIAL ROAD CLOSURE

BARRIER  
TEMPORARY FULL ROAD CLOSURE



**Supplementary Information**

Activity Requirements	Work Zone	Stand & Operate	Partial Road Closure	Temporary Full Road Closure
Permitted area must be retained in a clean and tidy condition to the satisfaction of Council.	√	√	√	√
Use of the permitted area must not interfere with or compromise the safety of pedestrians, cyclists or motorists.	√	√	√	√
Alternative pedestrian access routes must be safe, clearly visible, appropriately delineated/ barricaded and sign posted at all times.	√	√	√	√
Road Occupancy Licence (ROL) from TfNSW is required if working within 100m of a State or Regional Road or within 100m of traffic signals.	√	√	√	√
Must notify the Transport for NSW Transport Management Centre.				√
All affected residents, businesses must be notified at least one week prior to implementing the permit. Any issues that arise must be resolved to the satisfaction of Council.	√	√	√	√
Roads must be closed in accordance with AS1742.3 and the approved Traffic Management Plan.				√
4 metre wide emergency vehicle access must be maintained at all times.	√	√	√	√
If maintaining the emergency access is not possible the applicant must liaise with emergency services and provide alternative access.				√
If required, a Police Permit must be obtained from the Local Police Station. Present Council approval letter to the Police when applying for a permit.		√	√	
Must advise emergency services of the road closure.				√
Must provide and maintain adequate traffic measures for the safe movement of vehicles and pedestrians in accordance with an approved Traffic Control Plan.		√	√	√
Must indemnify the Council against all claims for damage or injury that may result from the activity or occupation.	√	√	√	√
Must provide documentary evidence of public risk insurance cover indemnifying Council for a minimum of \$20,000,000.	√	√	√	√
Must reimburse the Council for the cost of repair to any damage caused to the road or footpath as a result of their activities.	√	√	√	√
Must comply with any reasonable directive of the Council Rangers, Police or Transport for NSW.	√	√	√	√
Must comply with the Councils Code of Practice for Construction Hours and Noise.	√	√	√	√
Must ensure a suitable Work Health & Safety Plan is in place for all personnel working at the site.	√	√	√	√
All Traffic Controllers must be TfNSW accredited.	√	√	√	√
Must where practical make alternate parking arrangements for affected residents during the event.			√	√
Must have a Risk Management Plan for the road closure.				√
If the work is on a bus route, the applicant must notify the relevant bus operators before work and pay any associated costs for rerouting services and/or moving bus stops during the occupation.				√
A minimum 3 metre traffic lane width must be maintained at all time.	√	√	√	
A copy of Council Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officer or Police.		√	√	√
The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.	√	√	√	√
Council reserves the right to revoke the approval at any time without any compensation to the applicant.	√	√	√	√
Any variation on the approved date and conditions of approval must be submitted to Council for resolution.	√	√	√	√
Must meet all costs associated with the permit and shall pay all fees in accordance with the Council's current Fees and Charges.	√	√	√	√