



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	SM Package 4 HSE Temporary relocation of accessible car parking spaces on Railway Parade
Prepared by:	Jo-Ann Poole – HSE JV
Prepared for:	Sydney Metro
Assessment number:	SWM27 SMCSWSW4-HSE-WLS-EM-REP-005173
Status:	Final
Version:	01
Planning approval:	SSI 8256
Date required:	18/05/2022
iCentral number:	SM-21-00442919
© Sydney Metro 2020	

For information – do not alter:

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

Table of contents

1. Existing Approved Project	3
2. Description of proposed development/activity/works	6
3. Timeframe.....	8
4. Site description	8
5. Site Environmental Characteristics	9
6. Justification for the proposed works	9
7. Environmental Benefit.....	9
8. Control Measures.....	10
9. Climate Change Impacts	10
10. Impact Assessment – Construction	11
11. Impact Assessment – Operation	17
12. Consistency with the Approved Project	19
13. Other Environmental Approvals	20
Author certification	21
Appendix A – Site Location Map	23
Appendix B – Canterbury Bankstown Approval for relocation of disabled car parking spaces.....	24
Appendix C – Traffic Management Plan	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 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 Marrickville, Canterbury and Lakemba Station 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

Below is a description of the construction scope for the Lakemba Station as per the EIS and SPIR:

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs;
- Installation of new CSR cable route; and
- Installation of security fencing.

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 has been produced to assess potential impacts of the temporary relocation of two accessible commuter car parking spaces associated with the Lakemba Station upgrade construction works, and to determine whether the activity and potential impacts are consistent with the approved project under the current Conditions of Approval SSI 8256, Revised Environmental Mitigation Measures, management plans, procedures and strategies. These accessible car spaces are located along Railway Parade, Lakemba (see Appendix A).

Consistency Assessment SWM27 for the temporary use of accessible car spaces is already approved in the DPE A17 approval for AF-001 Railway Pde compound. This Consistency Assessment is focussing on the relocation of the parking spots and any controls required for these works.

Description of the proposal

HSEJV is tasked with carrying out works on Railway Parade to facilitate the construction of the Sydney Metro Services Building. The proposed work area is positioned in the location of two public accessible car park spaces. In order to carry out works in this location, HSEJV propose to temporarily relocate the accessible car park spaces approximately 50m on Railway Parade (see Appendix A). A temporary concrete kerb ramp will be located between the two parking spots to facilitate access to the pavement and the train station.

New utilities have been designated within in the permanent design of the Sydney Metro Services Building in the location of the existing accessible car park spaces.

Works to be completed is expected to include some or all of the following:

- Storm water installation / relocation
- Electrical utility installation / relocation.

Machinery that is required to undertake these works includes, but is not limited to:

- concrete boom pump
- concrete truck
- bogie

- front end loader
- excavator
- roadsaw.

Access & egress from the work area will be carried out under short-term traffic control and will be restricted to left in / left out movements as per the existing approved Traffic Management Plan.

The land where the relocation of the accessible parking spaces is located outside, but adjacent to the Project Boundary as defined by the EIS/SPIR. The proposed area is on land owned by the City of Canterbury Bankstown Council. See snapshot figure below taken from the SPIR for the approved project. The blue rectangle outlines the relocation of the parking spaces. The black line shows the location of the Project Boundary at Lakemba Station.

HSE JV will restore the accessible car parking spaces to their pre-existing condition upon completion of works that are required to be undertaken. HSE JV have undertaken a dilapidation survey of Railway Parade, including the two accessible parking spaces upon commencement of the upgrade of the station works.

No change to project staffing levels are expected during construction.



Location of relocation of accessible parking spots

3. Timeframe

The accessible car park spaces would be relocated for an approximate duration of up to two weeks, with the works commencing on 19 May 2022.

HSEJV is aware of the stakeholder communication lead time requirements. i.e. local resident & Council communications and will ensure that this is complete & appropriate permissions are obtained prior to commencing these works.

4. Site description

The accessible public car parking spaces are located within the road reserve on land owned by the City of Canterbury Bankstown Council. The approval from City of Canterbury Bankstown Council is attached in Appendix B. As such there are no Lot and Deposited Plan details. A site location map is provided in Appendix A.

5. Site Environmental Characteristics

The environment at Railway Parade, Lakemba can be described as typical urban street scape.

- The public accessible car parking spaces are bordered by gutters, with a footpath
- Private properties are located on the opposite side of the road, approximately 20 meters away
- Local shops are located to the east of the car parking spaces
- Nearby vegetation consists of planted trees and weeds on the rail batter
- No vegetation would be impacted as a result of the temporary possession of the two accessible public car parking spaces.

Rainfall runoff from the area enters stormwater pits located within the kerb side gutter approximately 200 meters west of the car parking spaces. These stormwater pits already have erosion and sediment controls placed around them.

There is no known protected flora or fauna in the vicinity. There are no known other sensitive receivers in the area.

6. Justification for the proposed works

HSEJV have been assigned with carrying out works on Railway Parade to facilitate the construction of the Sydney Metro Services Building. These late design change works include:

- Storm water installation / relocation
- Electrical utility installation / relocation.

Due to design changes by Sydney Metro, the installation of stormwater and electrical utilities are now located within the established accessible car parking spaces. HSEJV need to access the two parking spaces as per Sydney Metro direction and relocate the accessible parking spaces to ensure there is no disruption for access to the train station.

7. Environmental Benefit

There will be no environmental benefit from these works.

8. Control Measures

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

The Lakemba ECM will be updated accordingly to capture the temporary use of the public accessible car parking spaces on Railway Parade.

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	<p>No impact to flora and fauna as the existing car parking spaces are on bitumen. Vegetation removal including tree trimming would not be required.</p> <p>No impact to flora and fauna as the relocated car spaces are also on bitumen. Vegetation removal and trimming would not be required.</p> <p>Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p>	No additional measures required.	Y	Y	
Water	<p>The closest drain is approximately 200 metres away from the where the works will be undertaken within the parking lots. This drain is already protected with erosion and sediment controls.</p> <p>Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p>	No additional measures required.	Y	Y	
Air quality	<p>There will be no changes in this impact to existing receivers as the parking spaces are just to be relocated</p> <p>Works will be consistent with already approved activities as detailed in the EIS and SPIR.</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
Noise vibration	<p>The plant (i.e. concrete boom pump, concrete truck, bogie, front end loader, excavator) and the like will be located approximately 20 metres from the nearest receivers.</p> <p>These works will be undertaken during normal working hours. They will not be undertaken during any OOHW.</p> <p>Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p>	No additional measures required.	Y	Y	
Aboriginal heritage	The site will operate under the Unexpected Finds Protocol should indigenous heritage be encountered.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed, however the temporary use of the accessible parking spaces will not have an impact from the construction machinery to any known heritage items or places.	No additional measures required.	Y	Y	

<p>Community and stakeholder</p>	<p>The proposed temporary possession will include a relocation of the current Railway Parade accessible public car parking spaces opposite Croydon Street, Lakemba to two spaces near the station entrance (see Appendix A – Site Location Map). This change will alter the accessible parking from 90 degree to parallel for the duration of the work. This is not expected to result in traffic impacts.</p> <p>The relocated accessible car spaces will be the minimum length required and a concrete kerb ramp will be placed between the car parking spaces to facilitate access to the train station.</p> <p>The new temporary parking will be closer to the station entrance offering some advantage to mobility-impaired commuters.</p> <p>The new location is approximately 50 metres further away from the BHC Medical Centre at 53 Railway Parade. The Medical Centre provides its own limited off-street parking for patients. The Centre's Business Manager has been consulted and sees no impact to the Centre's patients and business.</p> <p>No other businesses will be impacted by the proposed relocation.</p> <p>Ongoing community notification, being the regular monthly project update, will be provided regarding the update to these accessible parking spaces.</p> <p>Further, signage detailing the dates the car parking spaces will be occupied will be placed on fencing closest to the car park spaces not less than seven days prior to the proposed change.</p> <p>No pedestrian pathways or private property access will be impacted by the proposed possession of the car parking spaces.</p>	<p>A temporary concrete kerb ramp will be placed between the car spaces to facilitate access to the footpath and train station.</p> <p>Community notification will be provided via letter-box drop, signage and email at least seven days prior to the construction works for the Sydney Metro Services Building.</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
Traffic	<p>The relocation of the two accessible car parking spaces will marginally impact local traffic as these spaces will not be available for other local residents.</p> <p>Plant will be delivered to undertake the utility works within the established accessible parking spots with the assistance of Traffic Controllers to manage short term disruption on this local road. Full road access will be available. See Appendix C for the Traffic Management Plan.</p> <p>No private property access will be impacted as the work area is located 20 metres from the nearest residents located along Railway Parade.</p>	<p>The two parking spaces are being temporarily relocated for up to two weeks. They will be reinstated to their original location once the works are completed.</p> <p>A Traffic Management Plan (see Appendix C) will be in place to manage vehicles (delivery trucks, etc.) entering and exiting from Railway Parade.</p>	Y	Y	
Waste	<p>Waste will be generated from the excavation works to install stormwater drains and other civil and structural works related to the Sydney Metro Services Building.</p> <p>Skip bins will be located on site, waste will be classified and removed to a licenced waste facility.</p> <p>Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p>	<p>No additional measures required.</p>	Y	Y	
Social	<p>As above for Community and Stakeholder.</p>	<p>No additional measures required.</p>	Y	Y	
Economic	<p>Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p>	<p>No additional measures required.</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
Visual	Visual impacts from the construction works in this location will be temporary. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Urban design	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Geotechnical	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Land use	The temporary relocation of the car parking spaces to allow the construction works related to the MSB is acknowledged. The car parking spaces proposed to be acquired are outside, but adjacent to the Project Boundary as defined by the EIS/SPIR.	No additional measures required.	Y	Y	
Climate Change	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Risk	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Other	Works will be consistent with already approved activities as detailed in the EIS and SPIR.	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
Management and mitigation measures	<p>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 car parking spaces for construction works related to the MSB.</p> <p>The Lakemba ECM will be updated accordingly to capture the temporary use of the car parking spaces adjacent to the Project Boundary as defined by the EIS/SPIR.</p>	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	
Indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Non-indigenous 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

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>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.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>There will be short-term and minor potential community impacts with the temporary possession and relocation of the accessible car parking spaces within Railway Parade. No new environmental impacts are introduced as part of the proposed acquirement of these car parking spaces outside, but adjacent to the Project Boundary at Railway Parade. All potential impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS, the SPIR, REMMs, CoA and CEMP for the project.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the Conditions of Approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13. Other Environmental Approvals

Identify all other approvals required for the project:

City of Canterbury Bankstown Council landowner consent (see Appendix B) and Traffic Management Plan (TMP) (see Appendix C).

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	Signature:	
Title:	Environmental Advisor		
Company:	HSEJV	Date:	12/05/2022

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	16/05/2022
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:	Dylan Jones	Date:	16 May 2022
Title:	A/ Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location Map



Appendix B – Canterbury Bankstown Approval for relocation of disabled car parking spaces

From: Trevor Le <Trevor.Le@cbc.city.nsw.gov.au>

Sent: Monday, 7 February 2022 5:32 PM

To: James Magsipoc <James.Magsipoc@cbc.city.nsw.gov.au>

Subject: Late items for February TC - Hutton Street, Hurlstone Park and Railway Parade, Lakemba

Hi James,

A discussion with the Director of City Assets and the Traffic and Transportation Team Leader regarding the late metro items are concluded with the below.

Railway Parade, Lakemba

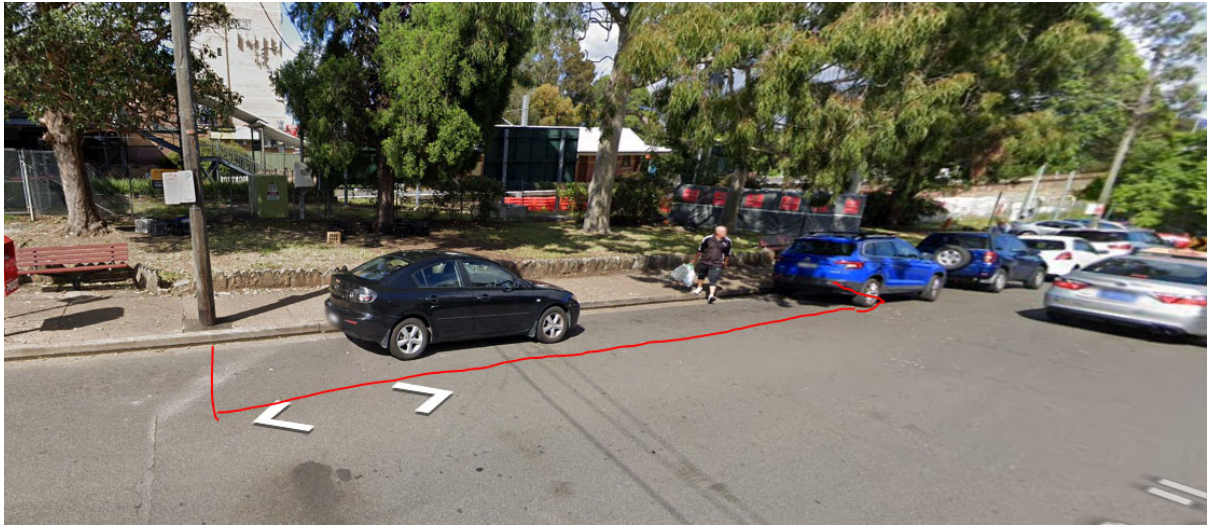
Council has determined there would be no suitable location for accessible parking that would meet the current standards. As a result, Council suggests replacing the existing 1/2P parking on Railway Parade south of the station as two temporary accessible parking spaces. This will require the applicant to install the temporary kerb ramps required and remove them when construction is complete. The spaces should have the minimum length requirements + kerb ramps.

Applicant is to consult with the affected businesses and provide documentation.

Location of proposed accessible parking shown in the images below

Kind regards,





CANTERBURY BANKSTOWN

Trevor Le - Contract Traffic Engineer
T 9707 9207
E Trevor.Le@cbc.city.nsw.gov.au
www.cbc.city.nsw.gov.au



@ourcbc
Like & follow us



Disclaimer

This email (including all the attachments) is intended solely for the named addressee. It is confidential and may be subject to legal or other professional privilege. Confidentiality or privilege is not waived because this email is sent to you by mistake. If you have received it in error, please let me know by reply email, delete it from your system and destroy any copies. This email is also subject to copyright. No part of it should be reproduced, adapted or communicated without the written consent of the copyright owner. Although reasonable precautions are taken, the sender does not warrant that this transmission or attachmen

Appendix C – Traffic Management Plan

Note: TCP application for the area where HSEJV will actually be working (i.e. two accessible car parking spaces) has been submitted to Council and HSEJV are awaiting approval.