Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	S2B Package 4 MCL Single Lane closure - Railway Parade
Prepared by:	Jo-Ann Poole - HSEJV
Prepared for:	Sydney Metro
Assessment number:	SWM29 SMCSWSW4-HSE-WLS-EM-REP-006305
Status:	Draft
Version:	B
Planning approval:	SSI 8256
Date required:	06/05/2022
iCentral number:	SM-21-00197848

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

Table of contents

The Planning Approval Consistency Assessment Form should be completed in accordance with SM-17-00000103 Planning Approval Consistency Assessment Procedure.

1. Existing Approved Project
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

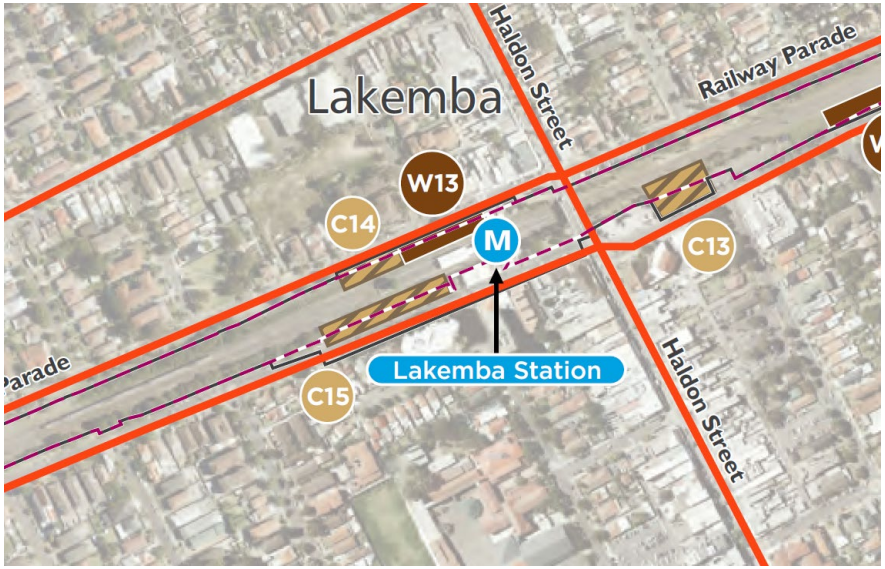
The Marrickville, Canterbury and Lakemba Station Upgrades (MCL) is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No.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

Station Upgrades

Below is a description of the Construction scope for the Lakemba Station:

- 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.
- As depicted in the S2B EIS, there is a current proposal to use The Boulevarde commuter car park as a compound

The Sydenham to Bankstown Planning Approval currently assesses and permits the establishment of two site compounds at Lakemba to support the Construction of the Project. One of them includes a portion of the carparking area on Railway Parade identified as C14 (refer to Figure below). It is noted that Compound C14 as identified in the EIS utilises a portion of the proposed Railway Parade car parking area, which has been extended through a consistency assessment (AF-HSE-001). This proposal addresses the potential impacts for a lane on Railway Parade to be used for a compound facility for materials loading and unloading, other activities related to allow the construction works to progress and construction worker vehicle parking (and the like) to facilitate construction and to determine whether the activity and potential impacts are consistent with the approved project of Lakemba Station Upgrade under the Sydenham to Bankstown upgrade project.


Lakemba
Haldon Street
Railway Parade
W13
C14
M
C13
Lakemba Station
C15
Haldon Street

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), 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement , 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, 12th December 2018
- 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 Proposal

This Planning Approval Consistency Assessment (PACA) relates to the occupation of the portion of Railway Parade, Lakemba between the western end of the commuter carpark and the pedestrian crossing past the junction of Croydon St and Railway Parade. This will require intermittent closure of the westbound lane adjacent to the HSEJV compound area.

Description of Proposal

One lane of Railway Parade would be used intermittently during the construction period associated with the project, during normal working hours and during possessions and shutdowns. This land is located outside, but adjacent to the Project Boundary as defined by the EIS/SPIR. Appendix a identifies the proposed area in purple.

The temporary use of Railway Parade (lane closest to the train station only) is required for::

- Various material loading and unloading.
- Extending the water barriers into Railway Parade to allow plant and machinery access to the compound.
- Using bogie trucks and Hydremas
- ;
- The use of excavators; concrete pumps; cranes to facilitate construction activities; and
- Construction worker vehicle parking.

The proposal area in appendix A is on land owned by the Canterbury-Bankstown City Council and a relevant partial closure of road lane and standing plant permit and Traffic Control Plan has been approved, located in Appendix B. HSEJV have reviewed local bus routes and have determined that there are no impacts to local buses or temporary transport buses.

No change to project staffing levels are expected during construction.

Upon completion of the temporary activities and works the proposed area would be reinstated to the public.

There are no known utility impacts as part of the full road closure activity.

There will be no waste associated with the lane closure. No hazardous or dangerous goods will be used for the lane closures.

3. Timeframe

The lane closures will occur intermittently between the 6th of May 2022 and the duration of the construction period which is expected to be completed in January 2023, during normal construction working hours which are Monday to Friday 07:00 to 18:00 and Saturday from 08:00 to 18:00 and during rail possessions and shutdowns, or when materials deliveries or removal are required in this area as well as requiring the use of the lane for various plant movements.

The use of this area for materials loading and unloading, other activities related to allow the construction works to progress and construction worker vehicle parking (and the like) . will be required for the remaining construction period which is expected to be completed in January 2023.

4. Site description

The proposed area is located within the road reserve on land owned by the Canterbury-Bankstown City Council. As such there are no Lot and Deposited Plan details.

5. Site Environmental Characteristics

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

The roadway is:

- Bordered by gutters, footpath, and private property;
- Nearby vegetation consists of planted trees and weeds on the rail batter.
- Rainfall runoff from the area enters stormwater pits located within the kerb side gutter;
- Land surrounding the lane closure area location consists of the commuter car park (currently occupied by HSEJV) to the south and residential property to the north.
- There is no known protected flora or fauna in the vicinity. Australian Ibis have been known to roost within trees nearby.

6. Justification for the proposed works

This proposal seeks additional space required within Railway Parade to provide a safe area for plant and machinery movements and extending water barriers into Railway Parade to allow plant and machinery to locate within the compound to facilitate the construction works and loading and unloading materials.

This proposal seeks to approve that construction personnel are allowed to park their personal vehicles adjacent to compound C14 as to not impede on the limited parking places for residents living on Railway Parade.

Traffic control will be in place whenever these construction activities are required to ensure safe passageway of vehicles along Railway Parade.

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 Heritage Management Plan (CHMP), Construction Soil and Water Management Plan (CSWMP), and Community Consultation Strategy (CCS).

The Lakemba Environmental Controls Map and Erosion and Sediment Control Plan in Appendix C has been updated to capture the intermittent use of one lane on Railway Parade.

9. Climate Change Impacts

No likely adverse effects will occur from the impacts of climate change.

10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and ex tent 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	Railway Parade is a paved roadway. The proposal is consistent with the approved project.	No additional measures required.	Y	Y	
Water	The closest drain is located at the low-lying portion of Railway Parade. No further impact is anticipated with the intermittent use of lane,. The proposal is consistent with the approved project.	The ESCP includes this drain. Erosion and sediment controls are in place permanently.	Y	Y	
Air quality	The proposal is consistent with the approved project	No additional measures required.	Y	Y	

Aspect	Nature and ex tent 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 use of Railway Parade for loading and unloading various material and the use of hydremas and excavators to move materials, as well as use the lane to park concrete pumps, cranes and the like to facilitate the construction works at Lakemba and the parking of personal vehicles will be consistent with the controls within the Construction Noise and Vibration Plan (CNVMP). The proposal is consistent with the approved project	IThe controls within the Construction Noise and Vibration Management Plan (CNVMP) address construction material deliveries, loading and unloading and plant movements and operation, which are considered relevant to the proposal. Railway Parade lane would be used intermittently during construction and although the location has a minor reduction in separation from receivers (i.e. approx. 5-10m) the use of the location will not involve construction works but rather facilitate works on the station intermittently throughout normal working hours, possessions and shutdowns during the construction period. Implementation of control measures as per the CEMP, CNVMP and Out Of Hours Works. Mitigation and respite will be applied in accordance with the CNVMP and Sydney Metro Construction Noise and Vibration Strategy (CNVS).	Y	Y	

Aspect	Nature and ex tent 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
Aboriginal heritage	The temporary use of the Railway Parade does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage. The proposal is consistent with the approved project The site will operate under an unexpected finds protocol should Aboriginal heritage be encountered.	The site will operate under an unexpected finds protocol should Aboriginal 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 use of Railway Parade will not have an impact to any known heritage items or places. The proposal is considered to be consistent with the assessment within the EIS which considered the visual impact of the road use, noting it is temporary in nature and are unlikely to impact the heritage significance of the station or precinct. Additionally, the temporary use of this land does not go below the ground surface and therefore no potential to impact Non-Aboriginal archaeology. The proposal is consistent with the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and ex tent 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	This proposal may cause minor disruption to community members and stakeholders, particularly those that live adjacent to the works. No pedestrian pathways or private property access will be impacted by the proposed lane closure. The proposal is consistent with the approved project	These works will be short term in nature and traffic controllers will be on site to assist cars to access Railway Parade safely. Refer to the traffic aspect and noise and vibration aspect for further details. Ongoing consultation and notification as per the Community Communications Strategy (CCS). Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP	Y	Y	

Aspect	Nature and ex tent 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	The use of Railway Parade for loading and unloading various material and the use of hydremas and excavators to move materials, as well as use the lane to temporarily park concrete pumps, cranes and the like to facilitate the construction works at Lakemba and the parking of construction workers personal vehicles adjacent to the compound will not require further lane closures along Railway Parade, and not impact on the limited parking spaces available for the residents in the area. The lane closure at Railway Parade will likely cause traffic impacts for vehicles using this road, as only one lane will be accessible for traffic. It is noted that no formal pedestrian access (i.e., no footpath) exists on the eastern side of Railway Parade adjacent to the proposed lane. This is considered to have minimal impacts on pedestrians. Access to private properties will not be impacted by the temporary lane closure, although there is potential for minimal queuing while traffic is reduced to a single lane. The proposal is consistent with the approved project	Signage and traffic controllers will direct traffic along the available lane on Railway Parade as per the Traffic Control Plans in Appendix.B. Implementation of control measures as per the CEMP, CTMP. A valid partial closure of road lane and standing plant permit are attached in Appendix B. Pedestrians will be directed to utilise formal pedestrian access areas and roadway crossings located on Railway Parade.	Y	Y	
Waste	No change from the approved project	No additional measures required.	Y	Y	
Social	As above for Community and Stakeholder. No change from the approved project	No additional measures required.	Y	Y	

Aspect	Nature and ex tent 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	. No change from the approved project	No additional measures required.	Y	Y	
Visual	The use of Railway Parade for loading and unloading various material and the use of hydremas and excavators to move materials, as well as use the lane to temporarily park concrete pumps, cranes and the like to facilitate the construction works at Lakemba and the parking of construction workers personal vehicles will not further impact the visual aspects of the project. . The visual aspects of these activities is to be expected as part of a major construction project and an operating rail corridor. The impacts will be temporary only and are consistent with large infrastructure projects. Some light spill may occur from the works, either from lighting towers or heavy vehicles during Out of Hours Works. Light spill will be minimised by pointing lights away from residential properties and the roadway, towards the works. No change from the approved project	No additional measures required. Visual impacts are to be managed in accordance with the Visual Amenity Management Plan.	Y	Y	
Urban design	No change from the approved project	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project	No additional measures required.	Y	Y	

Aspect	Nature and ex tent 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
Land use	The temporary occupation of Railway Pde is consistent with information provided within the EIS. No change from the approved project	No additional measures required.	Y	Y	
Climate Change	No change from the approved project	No additional measures required.	Y	Y	
Risk	No change from the approved project	No additional measures required.	Y	Y	
Other	No change from the approved project	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project	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 approved project	N/A	Y	Y	
Water	No change from the approved project	N/A	Y	Y	
Air quality	No change from the approved project	N/A	Y	Y	
Noise vibration	No change from the approved project	N/A	Y	Y	
Indigenous heritage	No change from the approved project	N/A	Y	Y	
Non-indigenous heritage	No change from the approved project	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
Community and stakeholder	No change from the approved project	N/A	Y	Y	
Traffic	No change from the approved project	N/A	Y	Y	
Waste	No change from the approved project	N/A	Y	Y	
Social	No change from the approved project	N/A	Y	Y	
Economic	No change from the approved project	N/A	Y	Y	
Visual	No change from the approved project	N/A	Y	Y	
Urban design	No change from the approved project	N/A	Y	Y	
Geotechnical	No change from the approved project	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
Land use	No change from the approved project	N/A	Y	Y	
Climate Change	No change from the approved project	N/A	Y	Y	
Risk	No change from the approved project	N/A	Y	Y	
Other	No change from the approved project	N/A	Y	Y	
Management and mitigation measures	No change from the approved project	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 traffic impacts with the intermittent, temporary possession of the lane along Railway Parade. . All impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS and SPIR and construction environmental management plan 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:	Consultation with Canterbury Bankstown City Council has been undertaken, and Traffic Control Plans and Road Occupancy Licenses approved and Out of Hours Works approved by Sydney Metro.

Author certification

To be completed by person preparing checklist.

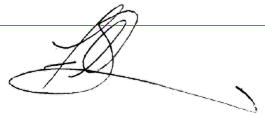
I certify that to the best of my knowledge this Consistency Checklist: • Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and • Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.			
Name:	Jo-Ann Poole	Signature:	Jo-Ann Poole
Title:	Environmental Advisor		
Company:	HSEJV	Date:	5/05/2022

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	06/05/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:	Yvette Buchli		

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:	6 May 2022
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location


5-7
11
15-19
Croydon St
53A
54
54A
Railway Pde
Location of Railway Parade to use intermittently for construction purposes
14
56-57
Railway Pde
Railway Pde
4A
Lakemba Statio
The Boulevar

Appendix B – Approved Council Permits

26-Apr-2022

HASLIN CONSTRUCTONS
Attention: Pat Seyrak
2,2-4 Merton Street
SUTHERLAND NSW 2232

Our Ref: **WP-RLF-847/2022**
Officer: **Julian Tan**

Dear Sir,

Partial Closure of Road Lane / Footpath Permit (METRO)

Work Permit Number:	**WP-RLF-847/2022**
Property:	**Railway Parade, Lakemba NSW 2195**
Specific Location:	**Between Croydon Street & Bellevue Avenue (Commuter Carpark), Lakemba NSW 2195**
Activity:	**Temporary closure of commuter carpark spaces for works related to Sydney Metro**
Date & Hours:	**Start date and time – 01 May 2022 at 00:00** **End date and time – 31 Dec 2022 at 00:00**

This permit covers the use of land that is considered Council Roadway only. For use of land not considered Council Roadway, approval from relevant Authorities is required, which is not covered in this permit.

Your Work Permits for the above location have been approved. The following conditions have been imposed to ensure compliance with the Roads Act 1993 for the safety of persons using the public footpath and roadway adjacent to the site:

CONDITIONS OF APPROVAL

1) Traffic control measures to be implemented as per the following Traffic Control Plans by Civlink Consulting, drawn and reviewed by LP:

No. HAS-LAK-40001-P1, dated 07/02/2021, revision P1
No. HAS-LAK-40002-P1, dated 07/02/2021, revision P1
No. HAS-LAK-40010-P1, dated 29/03/2021, revision P2
No. HAS-LAK-40025-P1, dated 21/03/2021, revision P1

2) If required, a Police Permit must be obtained from the Local Police Station. Please present this letter to the Police when applying for a permit.

3) Carry out all work in accordance with SafeWork NSW authority's requirements.

4) A thoroughfare for emergency vehicles must be provided at all times.

5) All affected residents, businesses, emergency authorities and service providers must be notified of the work and road occupancy prior to commencement. Any concerns or

requirements raised by business proprietors, residents or other occupants must be resolved or accommodated.

6) A current Public Liability Insurance Policy of at least $20 million, and indicating Council as the interested party, shall be maintained during the time Council's Road Reserve is occupied.

7) All work is to be carried out in accordance with Australian Standards AS1742.3 – Traffic Control Devices for works on roads and in accordance with the latest version of Traffic Control and Worksites Manual (TCAWs).

8) The Traffic Control Plan and Traffic Management Details as specified in your application must be implemented.

9) A minimum 3 metre traffic lane width must be maintained at all times.

10) The alternative pedestrian access route must be safe, clear visible, appropriately delineated/ barricaded and signed at all times.

11) All Traffic Controllers must be RMS accredited.

12) A copy of this Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officers or the Police.

13) The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.

14) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Officer.

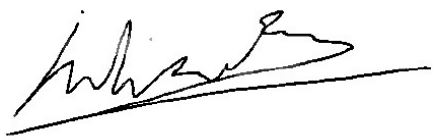
NOTE

(Note: This advice does not form a condition of approval)

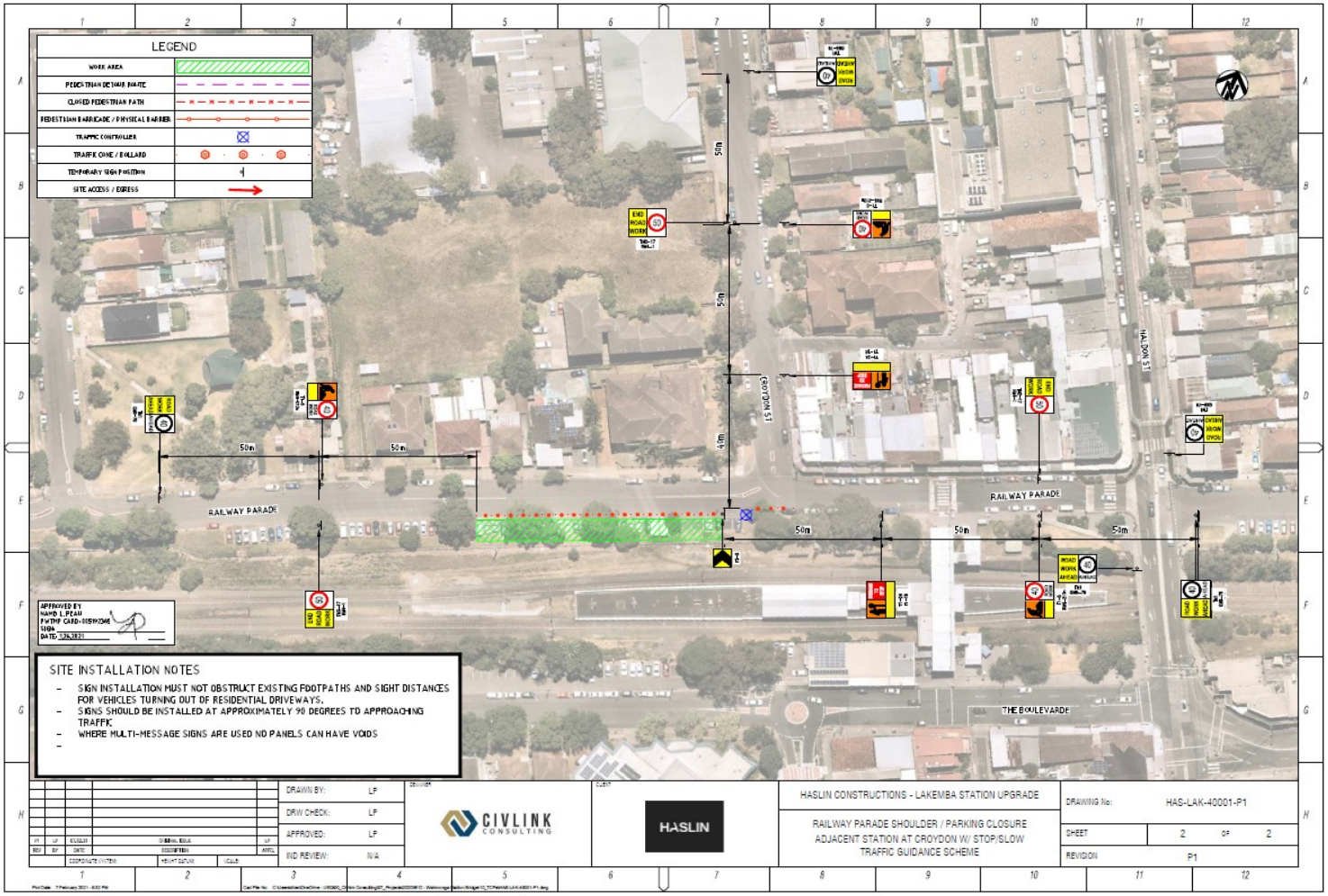
Damage to Telstra's infrastructure may result in interruption to the provision of essential services at significant costs. If you are aware of any work or proposed work which may affect or impact on Telstra's assets in any way, you are required to contact Telstra's Network Integrity Team on Phone Number 1800 810 443.

For further information, please contact **Julian Tan** of Council's Development Engineering Services – via workpermits@cbcity.nsw.gov.au.

Yours faithfully,



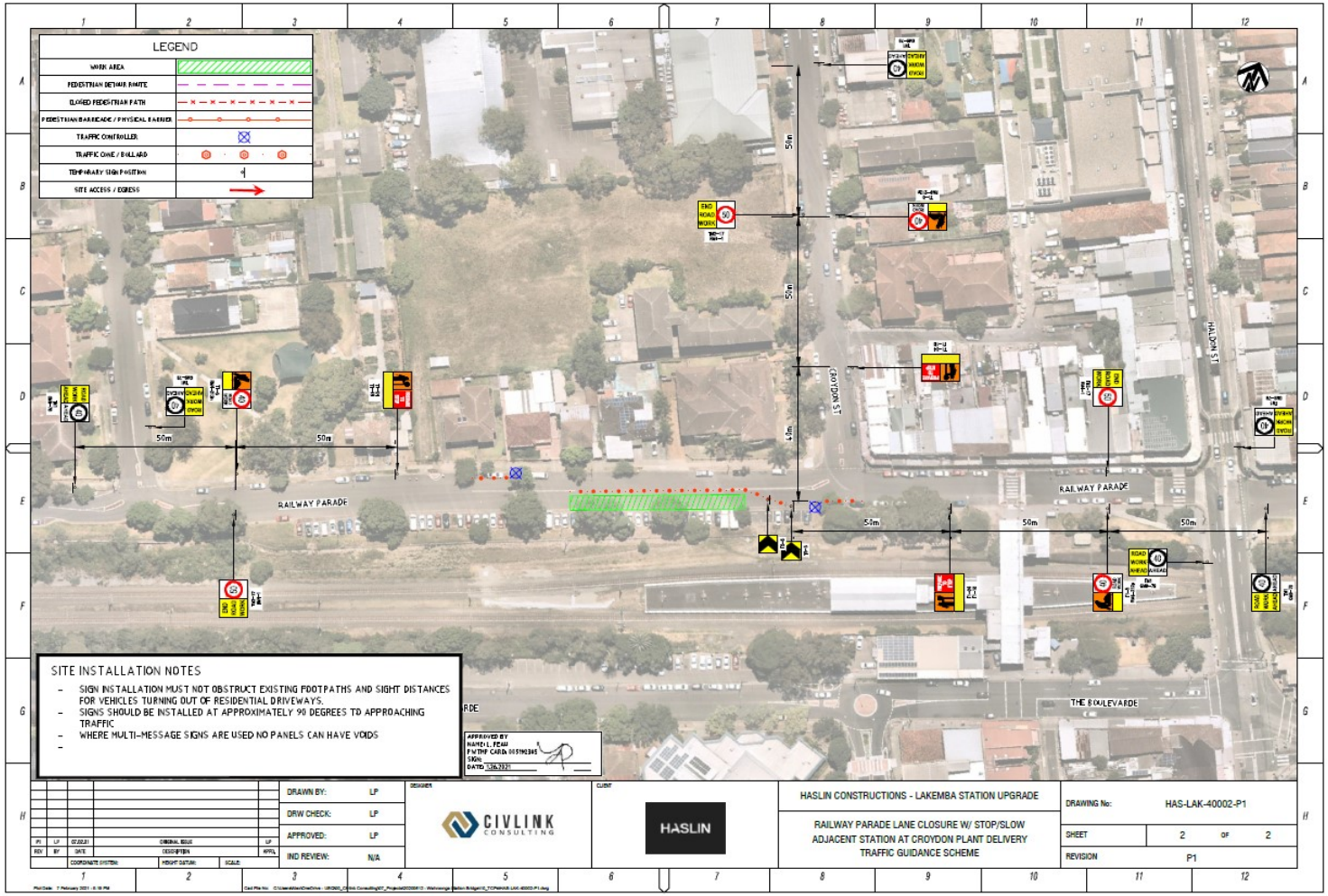
Julian Tan
WORK PERMIT OFFICER
DEVELOPMENT ENGINEERING SERVICES



BANKSTOWN CUSTOMER SERVICE CENTRE
Upper Ground Floor, Civic Tower, 66-72 Rickard Road,
Bankstown NSW 2200, PO Box 8, Bankstown NSW 1885

CAMPSIE CUSTOMER SERVICE CENTRE
137 Beamish Street, Campsie NSW 2194
PO Box 8, Bankstown NSW 1885

CANTERBURY-BANKSTOWN COUNCIL
ABN 45 985 891 846 **P.** 9707 9000 **F.** 9707 9700
W. cbcity.nsw.gov.au
E. council@cbcity.nsw.gov.au



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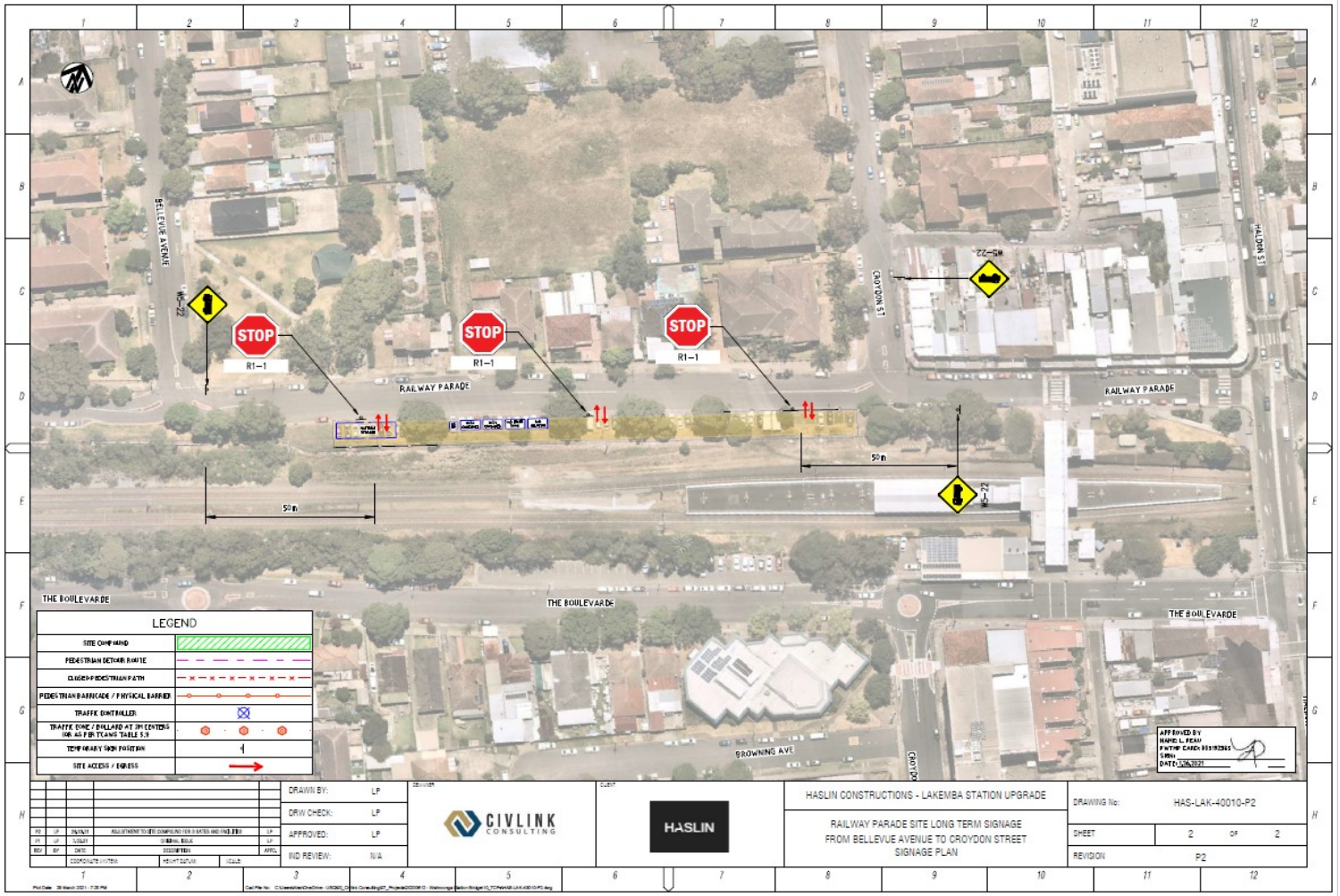

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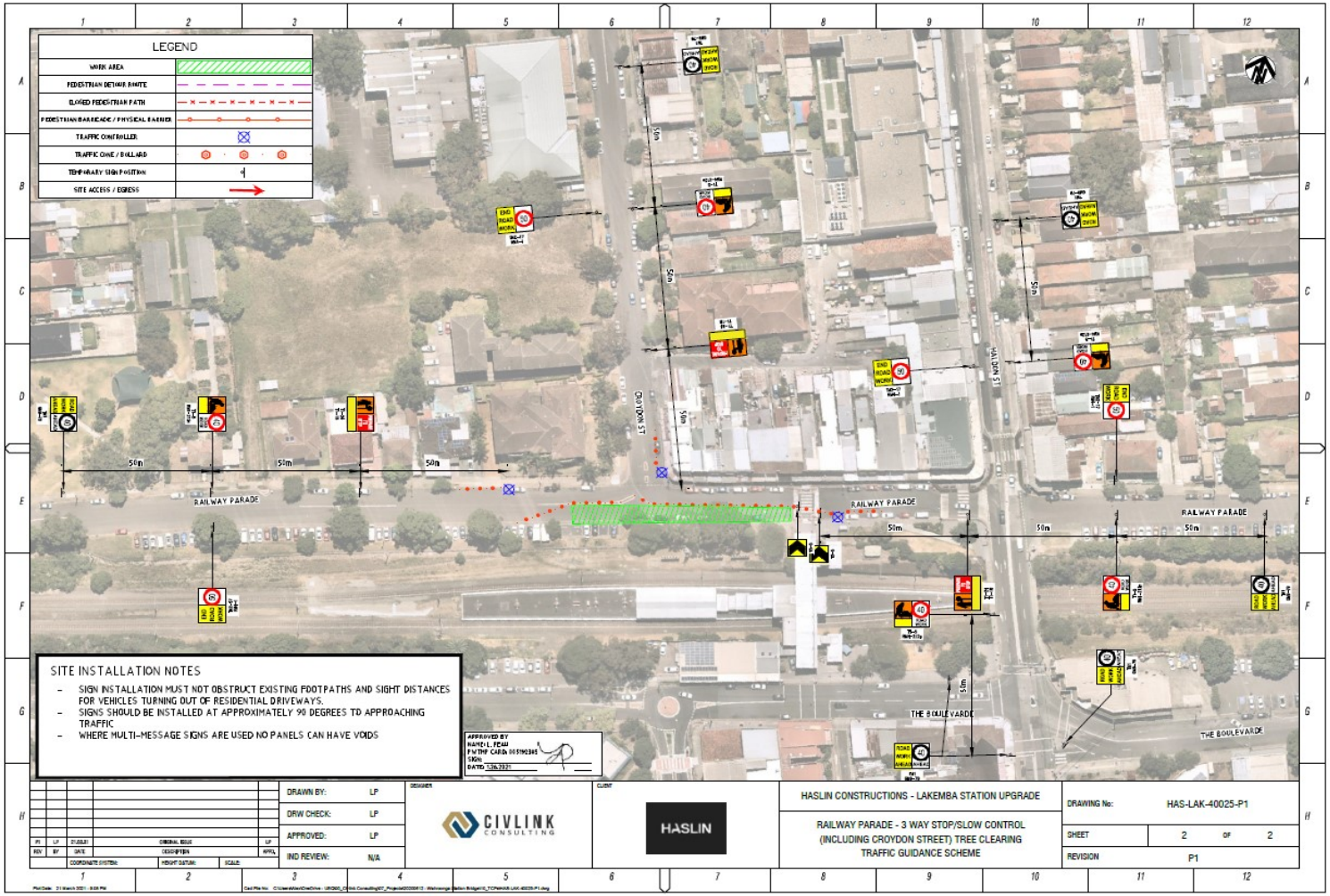

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26-Apr-2022

HASLIN CONSTRUCTIONS
Attention: Pat Seyrak
2,2-4 Merton Street
SUTHERLAND NSW 2232

Our Ref: **WP-CON-848/2022**
Officer: **Julian Tan**

Dear Sir,

Standing Plant Permit (METRO)	
Work Permit Number:	**WP-CON-848/2022**
Site Address:	**Railway Parade, Lakemba NSW 2195**
Activity:	**Using standing plant (including cranes, concrete pump trucks, excavators and loaders) for Sydney Metro related works**
Specific Location:	**Between Croydon Street & Bellevue Avenue, Lakemba NSW 2195**
Date & Hours:	**Start date and time – 01 May 2022 at 00:00** **End date and time – 31 Dec 2022 at 00:00**

This permit covers the use of land that is considered Council Roadway only. For use of land not considered Council Roadway, approval from relevant Authorities is required, which is not covered in this permit.

Your Work Permits for the above location have been approved. The following conditions have been imposed to ensure compliance with the Roads Act 1993 and/or the Local Government Act 1993 for the safety of persons using the public footpath and roadway adjacent to the site:

CONDITIONS OF APPROVAL

1) Traffic control measures to be implemented as per the following Traffic Control Plans by Civlink Consulting, drawn and reviewed by LP:

No. HAS-LAK-40001-P1, dated 07/02/2021, revision P1
No. HAS-LAK-40002-P1, dated 07/02/2021, revision P1
No. HAS-LAK-40003-P1, dated 07/02/2021, revision P1
No. HAS-LAK-40010-P1, dated 29/03/2021, revision P2
No. HAS-LAK-40025-P1, dated 21/03/2021, revision P1

2) If required, a Police Permit must be obtained from the Local Police Station. Please present this letter to the Police when applying for a permit.

3) Carry out all work in accordance with SafeWork NSW authority's requirements.

4) A thoroughfare for emergency vehicles must be provided at all times.

5) All affected residents, businesses, emergency authorities and service providers must be notified of the work and road occupancy prior to commencement. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated.

6) A current Public Liability Insurance Policy of at least $20 million, and indicating Council as the interested party, shall be maintained during the time Council's Road Reserve is occupied.

7) All work is to be carried out in accordance with Australian Standards AS1742.3 – Traffic Control Devices for works on roads and in accordance with the latest version of Traffic Control and Worksites Manual (TCAWs).

8) The Traffic Control Plan and/or Pedestrian and Traffic Management Details as specified in your application must be implemented.

9) A minimum 3 metre traffic lane width must be maintained at all times.

10) The alternative pedestrian access route must be safe, clearly visible, appropriately delineated/ barricaded and signed at all times.

11) Adequate lighting and reflective devices shall be provided around the work area to ensure clear visibility to traffic and pedestrians

12) All control of traffic must be performed by official TfNSW authorised Traffic Controller(s).

13) A copy of this Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officers or the Police.

14) The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.

15) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Officer.

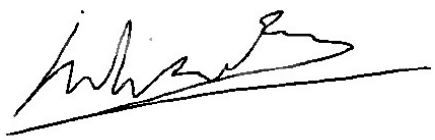
NOTE

(Note: This advice does not form a condition of approval)

Damage to public infrastructure (utility services or others) may result in interruption to the provision of essential services at significant costs. If you are aware of any work or proposed work which may affect or impact on public infrastructure in any way, you are required to contact the relevant authority.

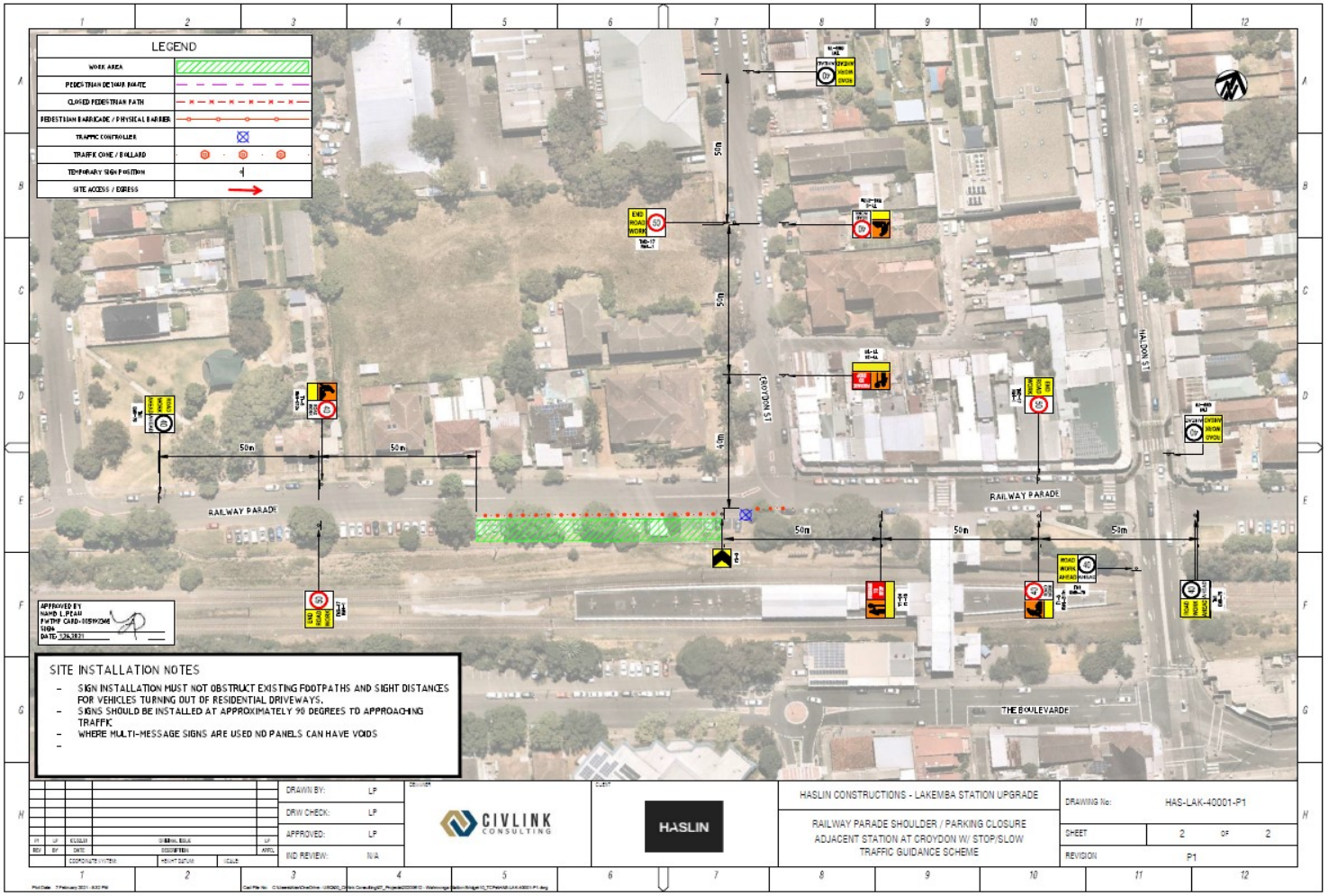
For further information, please contact **Julian Tan** of Council's Development Engineering Services – via workpermits@cbcity.nsw.gov.au.

Yours faithfully,



Julian Tan
WORK PERMIT OFFICER
DEVELOPMENT ENGINEERING SERVICES

CANTERBURY BANKSTOWN



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Bankstown NSW 2200, PO Box 8, Bankstown NSW 1885

CAMPSIE CUSTOMER SERVICE CENTRE
137 Beamish Street, Campsie NSW 2194
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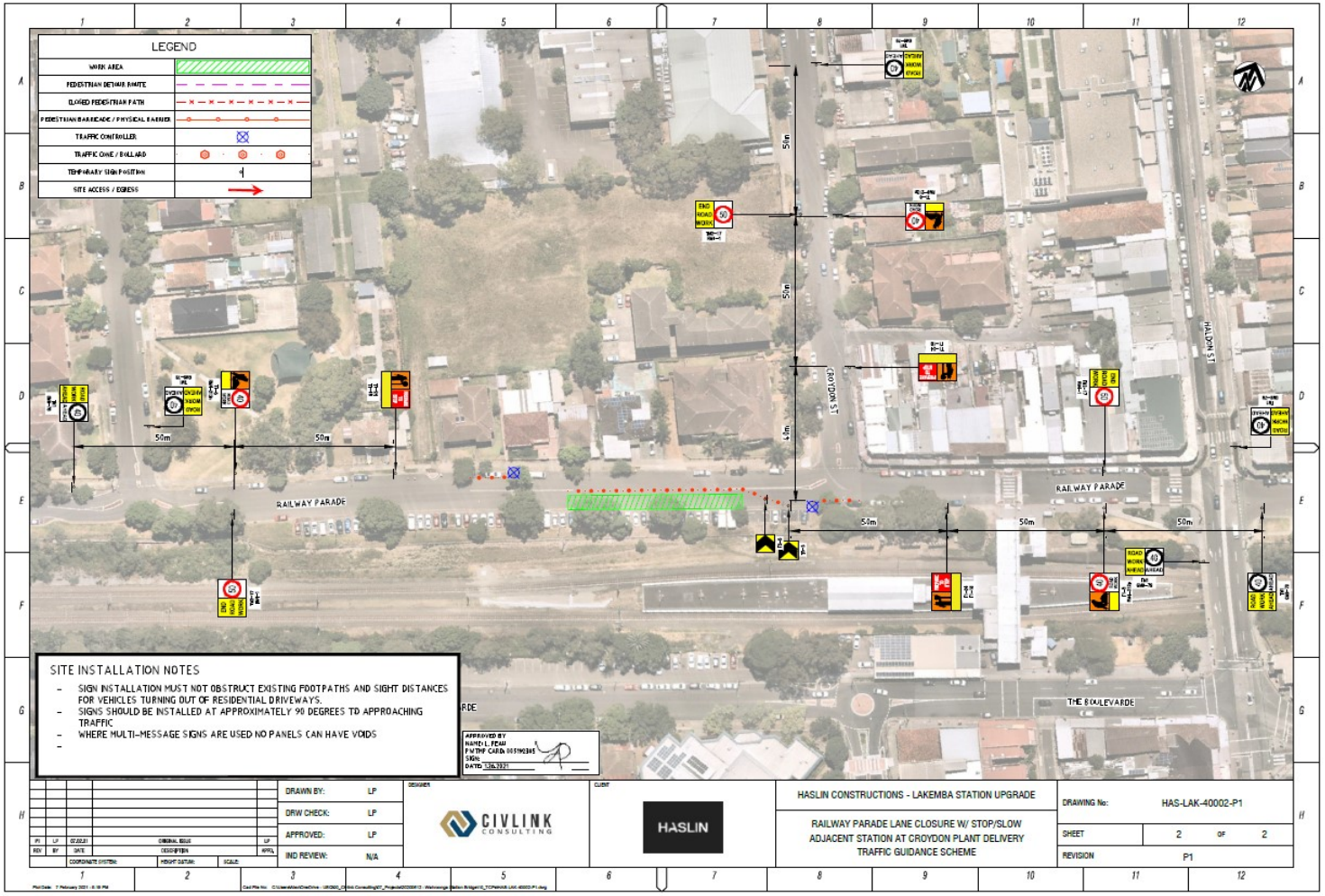

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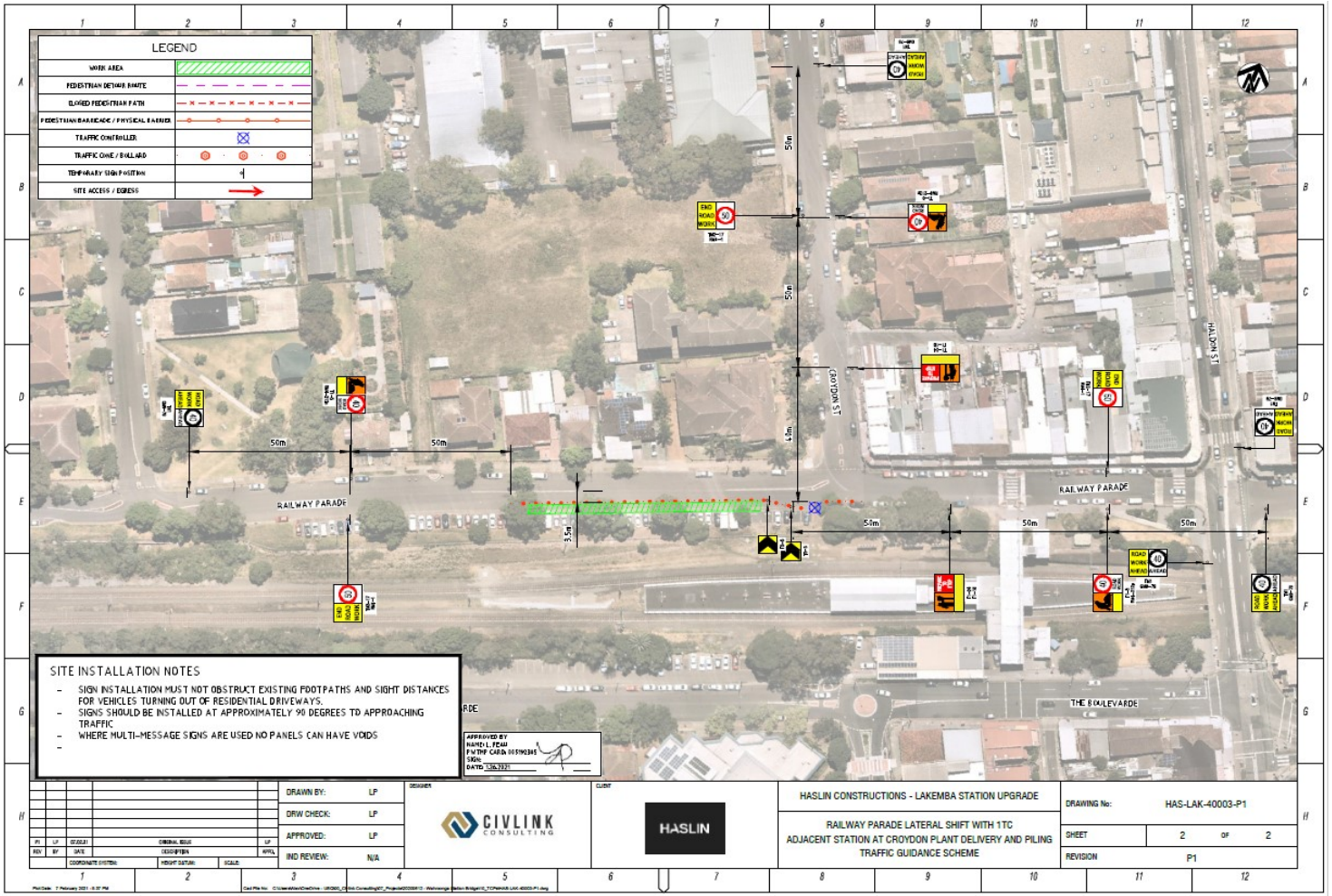

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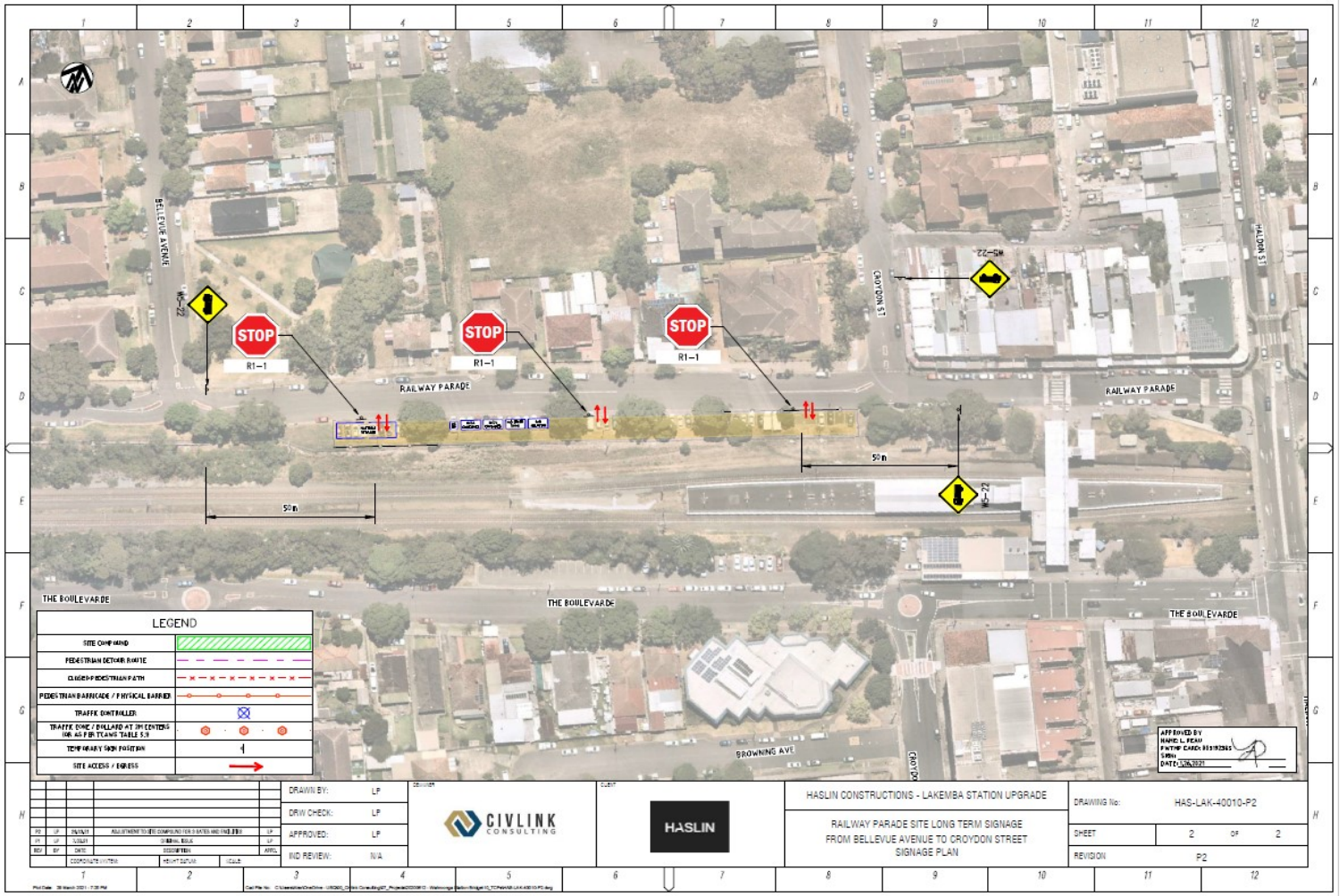

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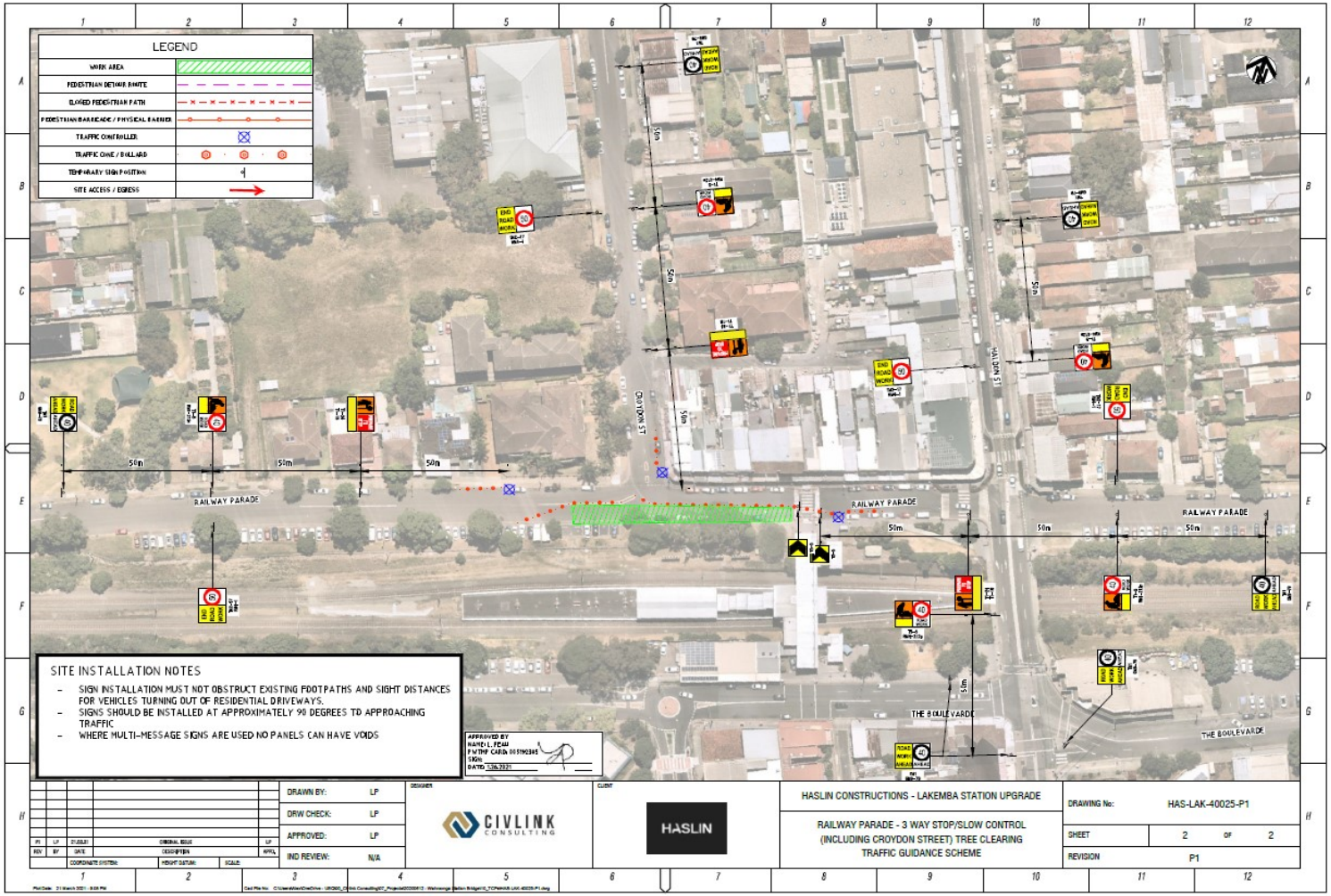

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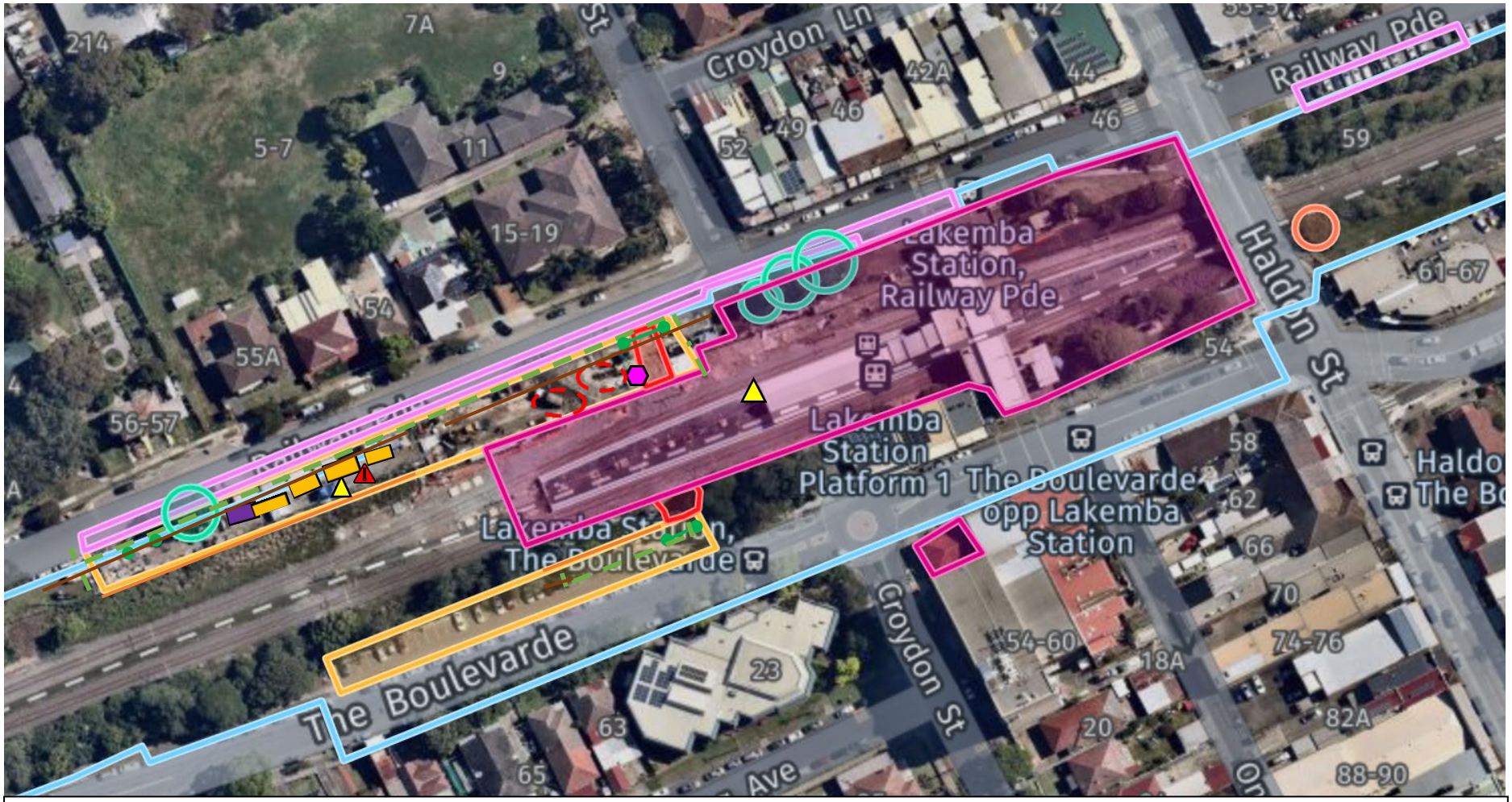
Appendix C – Environmental Controls Map (ECM)



LEGEND

Project Boundary	Site Compounds	Heritage Area	Stabilised Access
Temporary use of car spaces during possession/shutdown		Coir Logs	Sediment Fence
Sydney Metro Mesh	Access Gate	Crib Shed	Toilets / Ablutions
Spill Kit	Skip Bin	Hazardous Storage	Stockpile/s
Tree – Protect	Tree – Removed		

NOTES – General Construction Notes

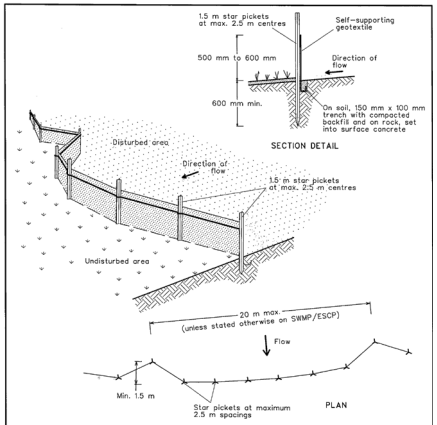
1. This concept plan details the basic concept of erosion and sediment control for the upgrade on the Southwest Metro Package 4 projects and is to be read in conjunction with the project specific CEMP and other relevant procedures.
2. The staging of construction activities will aim to implement final controls where possible to be utilised during construction (i.e. drainage features, detention areas and basins).
3. The staging of activities will minimise exposure of disturbed surfaces at any one time and will implement permanent and temporary soil stabilisation measures (i.e. final landscape and vegetation areas), in minimising the duration of soil disturbance.
4. Local weather stations will be monitored daily (for high rainfall events, high wind periods and fire risk) as part of works planning with construction activities in high risk locations (i.e. drainage lines and riparian areas) scheduled for dry weather periods. Works shall be scheduled to consider predicted weather conditions.
5. The controls depicted are subject to staging and the controls may be progressively implemented or removed according to progression of works.
6. Staging of construction will be coordinated to reduce exposed areas and allow for implementation of erosion and sediment controls prior to significant disturbance activity.
7. Controls identified on the plan are indicative and will be revised for implementation on site as required. Alternative measures may be applied where the control may provide the same functionality for erosion and sediment control.
8. The plan is to be revised as necessary (i.e. progression of works, altered site controls etc.).
9. Temporary controls in addition to those shown may be required where extreme weather events are predicted or for extended site shut down periods (i.e. Christmas)
10. Erosion and sediment controls are to be constructed in accordance with `Blue Book' specifications and standard drawings as identified in the approved ESCP. Relevant guidelines include:
    - Managing Urban Stormwater: Soils and Construction, 4th Edition, Landcom, 2004;
    - Managing Urban Stormwater: Soils and Construction – Vol 2A Installation of Services, 2008;
    - Managing Urban Stormwater: Soils and Construction – Vol 2D Main Road Construction, 2008
11. Site personnel responsible for implementing erosion and sediment controls are to be appropriately trained in implementation and maintenance of control measures
12. Toolbox talks/ training sessions are to be provided to site personnel on the importance of erosion and sediment control, their individual requirements, specific project site controls to be implemented and required mitigation measures.

Stockpiling Activities

13. Topsoil will be stripped and stockpiled in accordance with Bluebook standard drawing SD 4-1. Topsoil may be used as direct placement wherever possible and viable.

Monitoring & Reporting and Maintenance

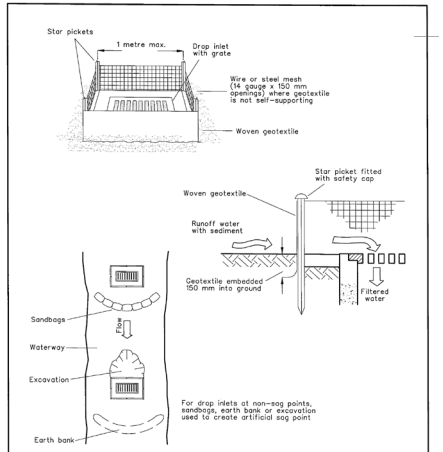
24. Inspections of erosion and sediment controls will occur (and be documented) on a regular basis as detailed in the project CEMP. This will include immediately following rainfall events >20mm, with any necessary repairs implemented as soon as possible.
25. Sediment traps, sumps and filters are to be maintained in effective working order including desilting of sediment controls, stabilisation of drains and diversion structures and appropriate management of basins.
26. Erosion and sediment controls are to be maintained until the Project catchments area is stabilised to achieve soil surface protection factors as per the 'Bluebook' and CEMP requirements. An inspection by the project soil conservationist will be undertaken to verify the stabilisation of the project catchment area prior to removal of controls.



Construction Notes

1. Construct sediment fences as close as possible to being parallel to the contours of the site, but with small returns as shown in the drawing to limit the catchment area of any one section. The catchment area should be small enough to limit water flow if concentrated at one point to 50 litres per second in the design storm event, usually the 10-year event.
2. Cut a 150-mm deep trench along the upslope line of the fence for the bottom of the fabric to be entrenched.
3. Drive 1.5 metre long star pickets into ground at 2.5 metre intervals (max) at the downslope edge of the trench. Ensure any star pickets are fitted with safety caps.
4. Fix self-supporting geotextile to the upslope side of the posts ensuring it goes to the base of the trench. Fix the geotextile with wire ties or as recommended by the manufacturer. Only use geotextile specifically produced for sediment fencing. The use of shade cloth for this purpose is not satisfactory.
5. Join sections of fabric at a support post with a 150-mm overlap.
6. Backfill the trench over the base of the fabric and compact it thoroughly over the geotextile.

SEDIMENT FENCE **SD 6-8**



Construction Notes

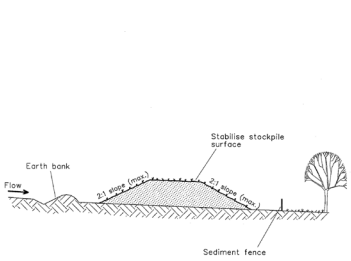
1. Fabricate a sediment barrier made from geotextile or straw bales.
2. Follow Standard Drawing 6-7 and Standard Drawing 6-8 for installation procedures for the straw bales or geofabric. Reduce the picket spacing to 1 metre centres.
3. In waterways, artificial sag points can be created with sandbags or earth banks as shown in the drawing.
4. Do not cover the inlet with geotextile unless the design is adequate to allow for all waters to bypass it.

GEOTEXTILE INLET FILTER **SD 6-12**

14. Soils are to be segregated on site (i.e. topsoil, subsoil, contaminated material) to prevent cross contamination and to preserve soil structure and viability of topsoil for site use and management.
15. Stockpiling activities are to be undertaken in designated areas away from concentrated flows and drainage lines. Adequate controls (i.e. upslope diversions and downslope sediment controls) are to be implemented for all stockpile sites. Stockpiles are to be stabilised in accordance with the requirements of the Bluebook and covered in times of high winds.
16. Sediment fence installed on site is to be installed in accordance with standard drawing SD6-8.

Onsite Water Management

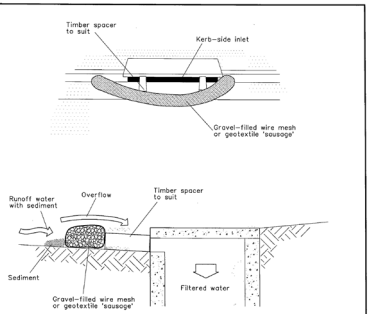
17. Site controls will include the diversion of 'clean' (off site water) away from work areas and minimise external water entering the project area. Where possible, final drainage infrastructure (i.e. stormwater pipes and culverts) will be constructed as early as practical to allow for clean water passage through the Project site.
18. Any water accumulating on site, either in depressions or other controls, will be considered dirty water and will be managed in accordance with the project specific CEMP and the requirements for discharge criteria.
19. Where possible, site water will be reused on site for activities such as dust suppression and soil compaction.
20. Site water discharged from the Project will be compliant with CEMP criteria and will be undertaken at approved locations by appropriately trained site personnel. Water discharge is to be undertaken at non-erosive velocities with adequate diffusers, level spreaders, etc. and will ensure localised flooding does not occur.
21. On site water flows paths will be managed to reduce flow length (less than 80m) and minimise velocities likely to result in scour and erosion impacts. Long slope lengths will be divided with check dams, diversions, drop structures and batter chutes at regular intervals to manage high velocity flows.
22. Diversion drains and inlets are to be stabilised with erosion control products such as jute mesh, rock material, bitumen emulsion or soil binders for improved stabilisation.
23. Stabilisation of areas is to occur progressively in conjunction with the completion of earthworks.



Construction Notes

1. Place stockpiles more than 2 (preferably 5) metres from existing vegetation, concentrated water flow, roads and hazard areas.
2. Construct on the contour as low, flat, elongated mounds.
3. Where there is sufficient area, topsoil stockpiles shall be less than 2 metres in height.
4. Where they are to be in place for more than 10 days, stabilise following the approved ESCP or SWMP to reduce the C-factor to less than 0.10.
5. Construct earth banks (Standard Drawing 5-5) on the upslope side to divert water around stockpiles and sediment fences (Standard Drawing 6-8) 1 to 2 metres downslope.

STOCKPILES **SD 4-1**



NOTE: This practice only to be used where specified in an approved SWMP/ESCP.

Construction Notes

1. Install filters to kerb inlets only at sag points.
2. Fabricate a sleeve made from geotextile or wire mesh longer than the length of the inlet pit and fill it with 25 mm to 50 mm gravel.
3. Form an elliptical cross-section about 150 mm high x 400 mm wide.
4. Place the filter at the opening leaving at least a 100-mm space between it and the kerb inlet. Maintain the opening with spacer blocks.
5. Form a seal with the kerb to prevent sediment bypassing the filter.
6. Sandbags filled with gravel can substitute for the mesh or geotextile providing they are placed so that they firmly abut each other and sediment-laden waters cannot pass between.

MESH AND GRAVEL INLET FILTER **SD 6-11**