Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Station St Full Road Closure
Prepared by:	Andrew Lynam
Prepared for:	Sydney Metro
Assessment number:	SWM16
Status:	Final
Version:	2
Planning approval:	SSI 8256
Date required:	12/08/2022
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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

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

1. Existing Approved Project
Planning approval reference details (Application/Document No. (including modifications)): SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown (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

Description of existing approved project you are assessing for consistency:

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).

Marrickville Station Upgrades:

- Repurpose and refurbish station rooms in Platform Buildings 1 and 2. Achieve final state of fitout, room performance and services as indicated;
- Regrade platform as per metro's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- Retain existing fixed-location readers (FLR's) to concourse;
- Existing finishes to match the existing;
- Installation of security and segregation fencing;
- New Platform coping edge, new drainage and regrading platform to suit Sydney Metro requirements;
- New Anti-Throw Screens to Illawarra Road Bridge;
- Widening of the existing footpath from station street to Charlotte Avenue, adjustments to the security fence location and provision of smart poles for the station entry;
- Construction of the Sydney Metro Services Building;
- Installation of new Combined Services Route (CSR) cable route (including track under bores and cable bridge structure);
- New cabling and containment for low voltage (LV) services and lighting; and
- Cable containment for communications containment.

It is assumed that construction activities would occur along the length of the rail corridor within the Project area. Construction areas would be generally accessed via existing corridor gates along the rail corridor.

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. One of these changes identified that no full road closures or diversions would be required during the station upgrade works.

This Planning Approval Consistency Assessment has been produced to assess potential impacts of temporary full road closures associated with Marrickville 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

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions and Preferred Infrastructure Report, the Submission Report and the conditions of approval.

2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Planning Approval Consistency Assessment (CA) relates to the temporary full road closure of Station Street, Marrickville, during possession and shutdowns for the mobilisation of plant accessing the rail corridor and works on the southern side of Marrickville Station. The pedestrian pathway between Station Street and Riverdale Avenue would also be closed during these works. Station Street is located within the Inner West Council Local Government Area (LGA). Appendix A provides a map of the area and traffic controls planned to be in place.

It is noted that Station Street already falls under the approved project area and this CA has been produced to assess the consistency of the full road closure activity.

HSE JV have reviewed local bus routes and have determined that Station Street does not form part of a bus route, including rail replacement buses. As such, bus routes or timetables will not be impacted.

Closure of Station Street has been discussed in the Traffic and Transport Liaison Group (TTLG) and Traffic Control Group (TCG) meetings. Inner West Council has also been consulted regarding the temporary road closure, for which Road Occupancy Licences (ROLs) have been issued.

Closure of Station Street would only be required during possession and shutdowns which would take place under the relevant Out of Hours Works Application prepared by HSE and approved by Sydney Metro.

Existing kiss and ride bay, taxi zone and accessible parking space on the western side of Station Street will not be accessible during the road closure, however, no trains will be operating so commuters would not be using the station.

Site utes will be used by traffic controllers as part of the full road closure works. Plant and equipment to be used at Station Street and to access the rail corridor is not expected to differ from the approved construction methodology. For information, this would include, but not limited to:

- Concrete pump
- Concrete truck
- Pilling rigs
- Flatbed trucks
- Material delivery trucks
- Vacuum trucks

Approximately 50 workers will be accessing this area. Traffic controller crew will also be managing the road closure as detailed in the Traffic Control Plan.

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

The works will occur within road reserve. An ROL is required from the relevant council for each possession and shutdown

There is no waste associated with the full road closure activity. No hazardous or dangerous goods will be used for the full road closures.

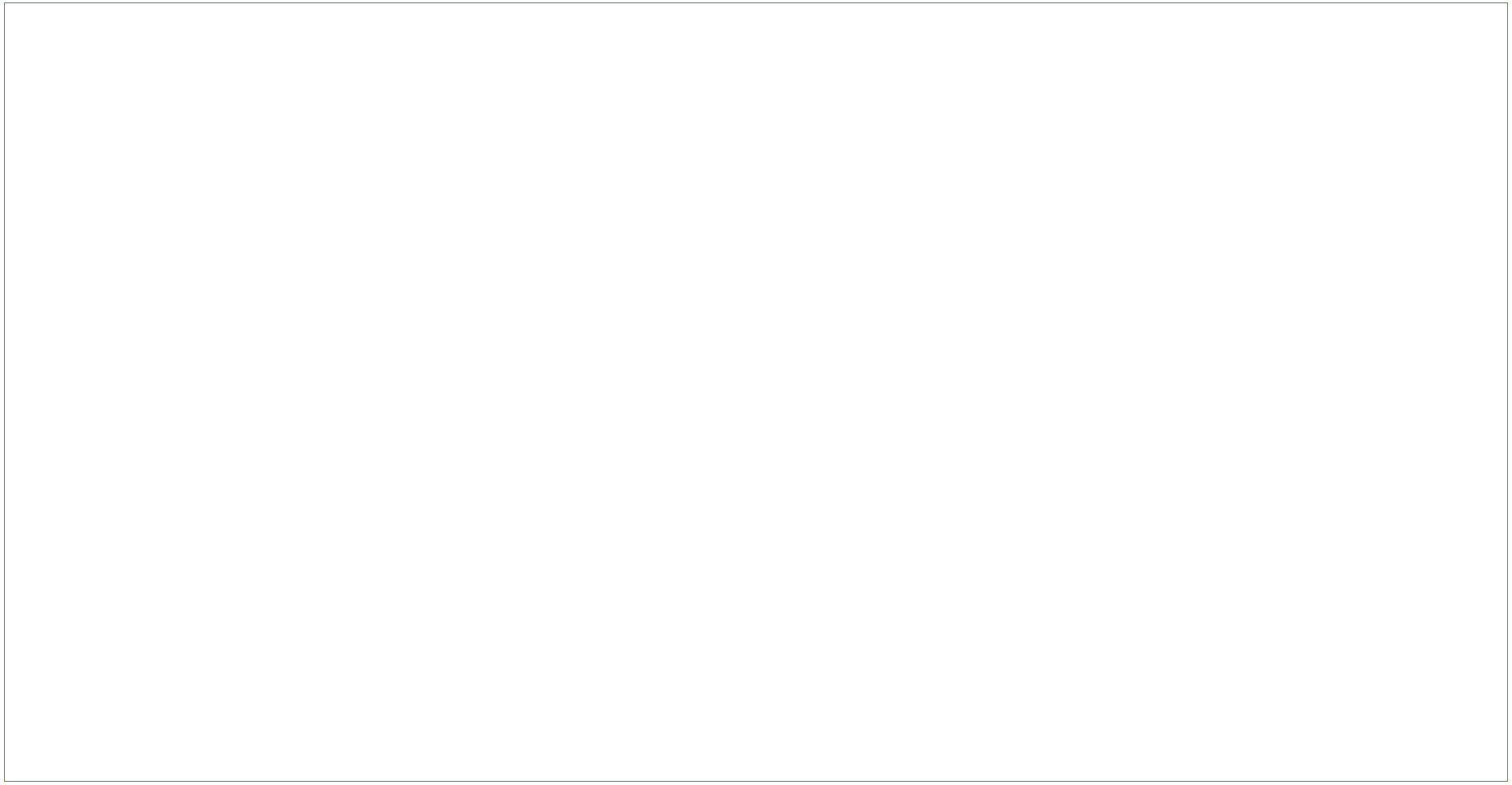
The footpath will also be closed during the works. Pedestrians accessing Riverdale Avenue would be diverted to Leofrene Avenue.

3. Timeframe

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

Closure of Station Street would only be required during possessions and shutdowns until project completion, which would be subject to an approved OOHW Application for any OOHW prior to any works commencing.

The road closure is expected to occur for 24 hours/day over the full period of week and weekend possessions and shutdowns. The timeframes provided represents a conservative estimate of the time required to undertake the works, including contingency. HSE will endeavour to finish the works in as short a time as possible and reopen the road.



4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The closure is located within the road reserve and pedestrian pathways. As such there are no Lot and Deposited Plan details. Both the road reserve and pedestrian pathway are Council land.

5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The environment at Station Street, Marrickville can be described as typical urban street scape. The western section of Station Street has a footpath on either side. The middle portion of the road in front of Marrickville Station is level with the station entrance. On the eastern end of Station Street it is bounded by private properties with no footpaths however there is a separate pedestrian pathway running parallel with the station, connecting to Riverdale Avenue.

A number of commercial buildings are located to the south of Station Street. No businesses have been identified operating in these buildings and most of them appear to be abandoned. Residential properties have been identified on 22 Station Street.

Nearby vegetation consists of planted street trees within the footpath. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works.

6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

Works taking place at Marrickville Station during shutdowns/possessions require mobilization of large plant to the rail corridor as well as accessing the station.

Considering the access constraints around Marrickville Station and the rail corridor, Station Street is considered to be the most suitable location for accessing the works near the station and with less impacts to main roads and community. No rail service will be operating during the road closure so this would have minimal disruption to potential commuters.

Full road closure is required as Station Street is too narrow. Due to the size of the plant and space constraints within the area, it is not safe to allow vehicles pass through while plant is set up and accessing the rail corridor.

7. Environmental Benefit

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

NIL.

8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Works will be completed under the 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).

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	No change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and Sub-Plans.	Y	Y	
Water	No change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and Sub-Plans.	Y	Y	
Air quality	Plant and machinery using this area would likely generate air quality impacts, however, these would be minor and would not represent a change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and Sub-Plans.	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	Station Street is mostly used as a drop off / pick up point for Marrickville Station. Considering the road closure would be taking place during shutdowns/possessions, and trains would not be operating, additional traffic noise on surrounding roads from the detour would be minimal. Works taking place in this area would not differ from the EIS and SPIR and consequently noise and vibration impacts are expected to be within the levels assessed in the EIS/SPIR for construction works. All work outside of standard construction hours would be assessed under an OOHW Application. Additional Mitigation Measures as per the Construction Noise and Vibration Strategy (i.e. community consultation and notifications).	Any OOHW Applications required for these works would be updated to consider the road closure at Station Street. Comply with mitigation measures as stated within the CEMP and Sub-Plans and CTMP.	Y	Y	
Indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and Sub-Plans.	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and Sub-Plans.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	Rerouting of traffic during road closure may cause temporary disruption to community members and stakeholders, particularly those accessing Leofrene Ave. Pedestrians accessing Station Street or using the pathway parallel to the station which connects to Riverdale Avenue would also be diverted to Leofrene Ave which would entail a slightly longer walk – refer to Appendix A for alternative paths. Impacts are expected to be very minor due to most of the buildings at Station Street being empty and trains not operating during shutdown/possession. Refer to the Traffic aspect for further details. Ongoing community consultation has been taking place.	Community consultation and notifications. Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP	Y	Y	

Traffic	Road traffic would be rerouted from Station Street under a full road closure. Pedestrians and cyclists accessing Station Street or using the pathway parallel to the station which connects to Riverdale Avenue would be diverted to Leofrene Ave which would entail a slightly longer walk – refer to Appendix A for alternative paths. Impacts will be restricted to the Station Street and access to private property will be maintained as part of the works. Impacts would be temporary and managed in accordance with the Traffic Control Plan. 3 non timed parking spaces in front of the business around 20-22 Station Street would be blocked during the road closure. This would be a temporary impact and alternative parking is available in surrounding streets. Consultation with the businesses at Station Street has taken place and is being documented. As Marrickville Station would not be operating during the road closure minimal impacts are expected to the commuters. The proposed closure would cause a disruption to vehicles accessing Leofrene Ave from the western side, which is addressed in the TCP by ensuring local traffic to Leofrene Ave is still being allowed through. HSE JV would comply with all CoA and REMMs as allocated under the Staging Report, including, but not limited to: • Developing and implementing a Traffic Control Plan, including appropriate signage and traffic controllers as required. • Community consultation and notification. • Coordinate works with any special events.	A Full Road Closure Permit must be obtained from IWC prior to any full road closure works – any requirements of this permit must be implemented. Implement the detour as included within the endorsed CTMP. Implementation of control measures as per the CEMP and CTMP. Residents at Leofrene Ave would be notified about local traffic changes and access alternatives to Leofrene Ave. Controlled foot traffic will be maintained to the businesses at Station Street.	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
	• Implement any additional mitigation measures as agreed with TCG/TTLG. • Directional signage to be utilised where appropriate. • Maintain access to private property.				
Waste	No waste associated with the full road closure activity. No change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and Sub-Plans.	Y	Y	
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Economic	No change from the EIS and SPIR. No private businesses operate within Station Street in front of Marrickville Station. Access to businesses at 22 Station Street would be maintained under traffic management and these would be able to operate under normal conditions and not be impacted by the works.	No change from the EIS and SPIR.	Y	Y	
Visual	Vehicles, equipment, plant, signage and barricading will be visible. The visual aspects of these activities is to be expected as part of a major construction project and an operating rail corridor. These would be temporary and have been considered in the Project Landscape and Visual Assessment Report. No change from the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and Sub-Plans.	Y	Y	
Urban design	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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
Geotechnical	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Land use	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Risk	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Other	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	

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	
Water	No change from the EIS and SPIR.	N/A		Y	
Air quality	No change from the EIS and SPIR.	N/A		Y	
Noise vibration	No change from the EIS and SPIR.	N/A		Y	
Indigenous heritage	No change from the EIS and SPIR.	N/A		Y	
Non-indigenous heritage	No change from the EIS and SPIR.	N/A		Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A		Y	
Traffic	No change from the EIS and SPIR.	N/A		Y	
Waste	No change from the EIS and SPIR.	N/A		Y	
Social	No change from the EIS and SPIR.	N/A		Y	
Economic	No change from the EIS and SPIR.	N/A		Y	
Visual	No change from the EIS and SPIR.	N/A		Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	No change from the EIS and SPIR.	N/A		Y	
Geotechnical	No change from the EIS and SPIR.	N/A		Y	
Land use	No change from the EIS and SPIR.	N/A		Y	
Climate Change	No change from the EIS and SPIR.	N/A		Y	
Risk	No change from the EIS and SPIR.	N/A		Y	
Other	No change from the EIS and SPIR.	N/A		Y	
Management and mitigation measures	No change from the EIS and SPIR.	N/A		Y	

12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	All risks would be adequately addressed through the application of the mitigation measures in the above tables. No new environmental risks are outstanding.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood and will be accounted for by implementing the control measures within this document, the CEMP, CEMP sub-plans, CTMP, CCS and any other measures as directed by Council, RMS, TfNSW and SCO.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

13. Other Environmental Approvals

Identify all other approvals required for the project:	Full road closure ROLs from Council. 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:	Andrew Lynam	Signature:	
Title:	Environmental Manager		
Company:	HSE	Date:	15/08/2022

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	16/08/2022
Title:	Associate Director, Planning Approvals	Comments:	
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes	☒	The proposed activity/works are consistent and no further assessment is required.
No	☐	The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	17 August 2022
Title:	Director, City and Southwest. Sustainability, Environmental & Planning	Comments:	
Signature:			

Appendix A – Traffic Control Plan

www.invarion.com

Date: 16.04.2021 **Author:** Paul Homan **Project:** Station Street, Marricville

Comments:

Shutdown Traffic Control Plan Marrickville Station
10 km - 1 Lane 1 Way - Long Term 2 Lanes 2 Way - Long Term Works
28.05.2021-11.06.2021
Leofrene Avenue RESIDENT ONLY access from Schwebel St
No access for Vehicles or Pedestrians
Work Vehicles only
No Entry and No Left Turn Signage to be covered Schwebel St

Legend

- GM9-40-2A LOCAL TRAFFIC ONLY
- North Arrow
- T8-4 FOOTPATH CLOSED
- TM8-4A FOOTPATH CLOSED
- TM8-V2 (R) PEDESTRIANS RIGHT
- traffic controller stop
- Work Area

Manifest

2 x T2-4 ROAD CLOSED
2 x traffic controller stop
1 x GM9-40-2A LOCAL TRAFFIC ONLY
1 x North Arrow
1 x R2-2 (L) ONE WAY LEFT
1 x T8-4 FOOTPATH CLOSED
1 x TM8-4A FOOTPATH CLOSED
1 x TM8-V2 (R) PEDESTRIANS RIGHT

Station closed to the public

Sydney Trains bus replacements and other bus routes on Illawarra road remain unaffected

N