



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	S2B Package 4 MCL Temporary use of parking spaces on the City End of Railway Parade for possessions and shutdown.	
<b>Prepared by:</b>	Andrew Lynam	
<b>Prepared for:</b>	Sydney Metro	
<b>Assessment number:</b>	SWM28	SMCWSW4-HSE-WLS-EM-REP-003696
<b>Status:</b>	Final	
<b>Version:</b>	F	
<b>Planning approval:</b>	SSI 8256	
<b>Date required:</b>	12 August 2022	
<b>iCentral number:</b>	SM-22-00008503	
© Sydney Metro 2020		

For information – do not alter:

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

## Table of contents

1. Existing Approved Project .....	3
2. Description of proposed development/activity/works.....	6
3. Timeframe.....	7
4. Site description .....	7
5. Site Environmental Characteristics .....	7
6. Justification for the proposed works.....	8
7. Environmental Benefit .....	8
8. Control Measures.....	9
9. Climate Change Impacts.....	9
10. Impact Assessment – Construction.....	10
11. Impact Assessment – Operation.....	16
12. Consistency with the Approved Project .....	18
13. Other Environmental Approvals .....	19
Author certification .....	20
Appendix A - Site Location Map.....	22
Appendix B – Dilapidation Report .....	23
Appendix C – Council approval permit.....	24
Appendix D – ECM .....	25

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.

This Planning Approval Consistency Assessment has been produced to assess the potential impacts of the occupation of 18 temporary car space during possessions and shutdown associated with Lakemba station to Sydney Metro standards, and to determine whether the activity and potential impacts are consistent with the approved project 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), 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 18 car parking spaces along Railway Parade, Lakemba between the eastern end of the carpark and Haldon Street during possessions and shutdown as well as 3 days before and 3 days after possessions and the shutdown.

### **Description of proposal**

The car parking space area is required for the mobilisation and laydown of plant including (but not limited to):

- concrete boom pump
- concrete truck
- bogie
- front end loader
- excavator
- crane truck
- telehandler
- mobile Elevated Work Platform (EWP).

The 2 accessible car parking spaces located directly opposite the medical practice on Railway Parade will not be occupied by HSEJV and will remain available.

This land is located outside, but adjacent to the Project Boundary as defined by the EIS/SPIR. The proposed area is on land owned by the Canterbury-Bankstown City Council.

No change to project staffing levels are expected during construction.

Upon completion of the construction period, which is expected to be completed in June 2023 and possessions and shutdown period works, the car parking spaces would be made available for public use again. A dilapidation report has been undertaken for these car parking spaces (see Appendix B) and the area will be reinstated to its original state or better

### 3. Timeframe

The car parking spaces would be used for the duration of the construction period for all shutdown and rail possession periods associated with the project as well as three days before and three days after these possessions and shutdown periods. The project is expected to be completed in 2023.

### 4. Site description

The proposed area is located within the existing car park on land owned by the Canterbury-Bankstown City Council. Council approval in the form of a Partial Road Closure permit, along with the Traffic Control Plan are attached in Appendix C. As such there are no Lot and Deposited Plan details as per NSW Planning portal. Map of located area is located in Appendix A.

### 5. Site Environmental Characteristics

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

The car park is bordered by:

- Gutters, a 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 car park area consists of local shops to the north and the railway to the south.
- The local shops are approximately 20m from the location of where the machinery will be located.
- There is no known protected flora or fauna in the vicinity. Australian Ibis have been known to roost within trees nearby. The car parking spaces are adjacent to trees that line the railway corridor. These are a mixture of planted exotic and native species.

## 6. Justification for the proposed works

The reason for the need of additional laydown area at this stage of the project is that the area in Railway Parade that has been used for laydown to date is the Metro Services Building (MSB) location. As the Metro Services Building is now being constructed, that area has been lost as a laydown location.

Considering the access constraints and minimal available flat hardstand surfaces around Lakemba Station and the rail corridor that are located within the project boundary, Railway Parade car park is deemed by Haslin Stephen Edwards (HSE) to be the most suitable location for placing machinery and the like.

Additionally, the proposed area will also allow safe access to the works required adjacent to the station including piling work on the City side of the station as a location for the concrete pump for the installation of the anti-throw screens on the Haldon Street bridge. The location will minimise impacts to the main traffic flow through Haldon Street, occupying a minor street with low traffic flow by comparison.

The project boundary, both outside and within at Lakemba includes mostly built-up areas. There would be no other feasible location to place the machinery. No rail service during the possessions and shutdown will be operating during the road closure so this would have minimal disruption to potential commuters. There is public street parking located opposite the parking spaces Haslin Stephen Edwards would like to possess, as well as street parking available in Quigg Street North and along Railway Parade opposite Lakemba train station. Further, there are also three public parking lots located within Quigg Street South as well as the Lakemba station commuter parking that shoppers can access during the possessions and shutdowns.. There is also a public parking lot located in Croydon Street South and a smaller public car parking lot located in Davis Lane. HSE JV has undertaken multiple reviews of the Lakemba locality and has failed to identify any opportunity to provide temporary alternative parking arrangements for the public. Alternatives are not feasible.

## 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 (ECM) in Appendix D has been updated to capture the temporary use of the car spaces on the city side of 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 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>The existing car parking spaces are on bitumen. No vegetation would be impacted as a result of the temporary possession of these car spaces.</p> <p>The proposal is consistent with the approved project</p>	<p>Temporary fencing will be placed around the car parking spaces only, access to any vegetation within the footpath will not be undertaken.</p>	Y	Y	
Water	<p>The closest drain to these car parking spaces is approximately 180m. No impact anticipated with the implementation of controls</p> <p>The proposal is consistent with the approved project</p>	<p>The ESCP has been updated to include this stormwater drain. Erosion and sediment controls will be placed during possession and shutdown periods.</p>	Y	Y	
Air quality	<p>The proposal is consistent with the approved project</p>	<p>No additional measures required.</p>	Y	Y	
Noise vibration	<p>The machinery will be located approximately 20 meters from the nearest receivers. Noise monitoring will be undertaken during the possession and shutdown periods to ensure compliance with the CNVIS attached to the Out Of Hours Works application.</p> <p>The proposal is consistent with the approved project.</p>	<p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address construction laydown machinery which are considered relevant to the proposal.</p> <p>Implementation of control measures as per the CEMP, CNVMP and Out Of Hours Works application. Noise monitoring will be undertaken during the possession period.</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
Aboriginal Heritage	<p>The temporary use of the Railway Parade car park does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.</p> <p>The proposal is consistent with the approved project.</p>	<p>The site will operate under an Unexpected Finds protocol should indigenous heritage be encountered.</p> <p>No additional measures required.</p>	Y	Y	
Non-Aboriginal heritage	<p>A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed, however the temporary use of Railway Parade car park will not have an impact from the construction machinery to any known heritage items or places.</p> <p>Additionally, the temporary use of this land does not go below the ground surface and therefore no potential to impact Non-Aboriginal archaeology.</p> <p>The proposal is consistent with the approved project.</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
Community and stakeholder	<p>HSEJV do not require to possess the entire car park. There will still be 16 car spaces available to commuters along Railway Parade, including the two accessible car spaces.</p> <p>The proposed temporary changes to parking at the city end of Railway Parade is expected to result in a minor community impact as trains will be not operating during the possession and shutdown periods where demand for spaces is lower.</p> <p>No pedestrian pathways, access to trains or private property access will be impacted by the proposed car park closure as the machinery will be located within the car park.</p> <p>Nearby businesses include a general medical practice at 31 Railway Parade. Other businesses are retail and services businesses including a solicitor.</p> <p>The proposal is consistent with the approved project.</p>	<p>Community consultation of nearby businesses and residents, including the after-hours medical practice was carried out Wednesday 16 February 2022 via door knocking and, as a fall-back, Keeping You Informed letterboxing.</p> <p>Additional community notification will be provided via letterbox drop and email prior to the possession and shutdown periods and will detail alternative locations for parking</p> <p>An A1 core flute sign detailing the dates the carpark will be occupied during the possession and shutdown periods will be placed on fencing closest to the car park.</p>	Y	Y	

<p>Traffic</p>	<p>The use of the 18 parking spaces at Railway Parade will not impact local traffic as the machinery is located within the car spaces and not within Railway Parade.</p> <p>There is public street parking located opposite the parking spaces on Railway Parade Haslin Stephen Edwards would like to possess, as well as street parking available in Quigg Street North, along Railway Parade opposite Lakemba train station and Croydon Street, Further, there are also 3 public parking lots located within Quigg Street South as well as a public parking lot located in Croydon Street South and a smaller public car parking lot located in Davis Lane.</p> <p>Additionally, a large all-day commuter car space with approximately 90 car spaces is available on the city side of The Boulevard. Commuters will be able to use this parking during the possession period as well as three days prior- and three days post-possession and shutdown periods.</p> <p>Feasible alternatives to these parking spaces within close proximity to this location is not possible as there is no other parking available in the form of public community parking spaces, industrial sites with available parking spaces or places of worship with available parking spaces in this area. The area is surrounded by residential housing and some businesses which will require their own parking spaces if available.</p> <p>No private property access will be impacted as the machinery is located 20 meters from the nearest businesses located along Railway Parade.</p> <p>A footpath exists adjacent to the car park at Railway Parade. This will not be impacted by the possession</p>	<p>No traffic management or traffic control will be required as the machinery is stationary and is located within the car park only and not on Railway Parade</p> <p>There will be minor parking impacts using the car spaces to place machinery as a laydown area. The CTMP will manage any temporary traffic impacts resulting from the placing of machinery and equipment in this location..</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
	of the car spaces as the machinery is located within the car spaces.  The proposal is consistent with the approved project				
Waste	The waste impact in this location is consistent with the approved project. No change from the approved project	No additional measures required.	Y	Y	
Social	As above for Community and Stakeholder. The proposal is consistent with the approved project	No additional measures required.	Y	Y	
Economic	No change from the approved project as there are many other additional public car parking lots as well as other streets close to these parking spaces available	No additional measures required.	Y	Y	
Visual	Visual impacts from the spread of machinery and the like in this location will be temporary and will be addressed according to the Visual Amenity Management Plan (VAMP). The machinery required and visual impacts of machinery is addressed in the approved project, visual aspects are considered to be consistent with the approved project.	No additional measures required.	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	
Land use	The temporary change of the carpark to allow the placement of machinery is acknowledged. The carpark spaces proposed to be used are outside, but adjacent to the Project Boundary as defined by the approved project.	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
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	<p>The project Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), the Visual Amenity Management Plan (VAMP) and Community Consultation Strategy (CCS) will be updated accordingly to identify the temporary use of the 18 car spaces three days before and three days after as well as during possession and shutdown periods.</p> <p>The Lakemba ECM has been updated accordingly to capture the temporary use of the car spaces on the city side of Railway Parade.</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 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	
Aboriginal heritage	No change from the approved project	N/A	Y	Y	
Non-Aboriginal heritage	No change from the approved project	N/A	Y	Y	
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	



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 approved project	N/A	Y	Y	
Geotechnical	No change from the approved project	N/A	Y	Y	
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 community impacts with the temporary possession of the car spaces on Railway Parade. All potential impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS, the 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:

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

## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Andrew Lynam	Signature:	
Title:	Environmental Advisor		
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 & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

## Appendix A - Site Location Map





---

## Appendix B – Dilapidation Report

---

## Appendix C – Council approval permit





## Appendix D – ECM