



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	SM Package 4 HSE. Temporary use of kerb side car parking spaces on Charles Street, Canterbury, for possessions
Prepared by:	Andrew Lynam
Prepared for:	Sydney Metro
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For information – do not alter:

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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

Approved Project

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

The Southwest Metro (SWM) Project package number 4

Upgrade works at Canterbury Station involves the following:

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

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

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

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12th December 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement, dated 7th September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions Report, September 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval, dated 12th December 2018; and
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, 22nd October 2020.

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

2. Description of proposed development/activity/works

Summary of the proposal

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

Description of the proposal

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

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

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

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

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



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

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

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

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

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

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

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

3. Timeframe

The proposed area would be used intermittently during standard hours, 2 days before/after possession and shutdowns; and during possession and shutdowns until project completion.

4. Site description

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



Figure 2 – Car parking spaces to be closed

5. Site Environmental Characteristics

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

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

6. Justification for the proposed works

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

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

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

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

7. Environmental Benefit

NIL

8. Control Measures

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

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

9. Climate Change Impacts

There will be no climate change impacts from these works.

10. Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	Vegetation would not be required to be removed. No change from approved project as detailed in the EIS and SPIR.	Tree protection to be installed near 15 Charles Street around the trees along the public car parking spaces to be occupied by HSE JV in accordance with the CEMP. This will prevent damage to trees.	Y	Y	
Water	No change is proposed to the existing water system from approved project as detailed in the EIS and SPIR.	Implement mitigation measures as stated within the CEMP and ESCP. The stormwater pit next to the pedestrian crossing approximately 18m away will be protected with ERSED controls. No additional measures required.	Y	Y	
Air quality	There will be potential localised dust and emission impacts from vehicle and material movements. Emission impacts are considered negligible during loading and unloading operations. If it is not plant parked, there will be a car parked there and exhaust emission impacts will be negligible. The extent of impacts is considered to be consistent with the impacts assessed within the EIS and SPIR.	Implement mitigation measures as stated within the CEMP. No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise vibration	The machinery will be located approximately 20 meters from the nearest receivers. Noise monitoring will be undertaken during possessions to ensure compliance with the CNVIS attached to the OOHV application. CNVIS will be provided separately. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	<p>Implementation of control measures as per the CEMP, CNVMP and OOHV.</p> <p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address construction laydown machinery which are considered relevant to the proposal.</p> <p>HSEJV will manage the delivery vehicles in order to minimise reversing movements and beeper noise by delivery vehicles.</p> <p>Noise monitoring will be undertaken during the possession period.</p> <p>No additional measures required.</p>	Y	Y	
Aboriginal Heritage	The temporary use of the Charles Street public car parking spaces does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	No heritage listed items are near the public car parking spaces along Charles Street to be used during the possession periods. Additionally, the temporary use of this land does not go below the ground surface and therefore no potential to impact archaeological heritage.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	<p>The proposed temporary possession of public car parking spaces near 15 Charles Street is expected to result in minor inconveniences to the community associated with changed traffic conditions and reduced parking spaces.</p> <p>HSEJV will manage the delivery vehicles in order to minimise reversing movements and beeper noise by delivery vehicles.</p> <p>This is negligible during loading and unloading operations. If it is not plant parked, there will be a car parked there and exhaust emission impacts will be negligible.</p> <p>These are public car spaces. There is sufficient car parking in the vicinity.</p> <p>No private property access will be impacted by the proposed public car park closure as the machinery will be located within the car parking spots. Note that spaces to be taken are public spaces not visitor parking spaces for apartment complexes.</p> <p>The HSEJV work area is located beyond the business sections. Minor deliveries occur at the shops nearby in the first approximately 100m of Charles near to Canterbury Rd. We are proposing beyond 150m away from the Canterbury/Charles Street intersection.</p> <p>No change from approved project as detailed in the EIS and SPIR.</p>	<p>Community notification will be provided via letterbox drop and emailed prior to possession/shutdown periods.</p> <p>Implementation of controls detailed the TCPs.</p> <p>No additional measures required</p>	Y	Y	

<p>Traffic</p>	<p>Charles Street is already used as the main access road to the site compounds located on both sides of Charles Street, therefore, traffic levels in this area will remain consistent with the existing environment during the Canterbury Station Upgrades.</p> <p>Charles Street will be closed periodically for a maximum of 10 minutes to control construction traffic; however, the road will predominantly be maintained open to public traffic.</p> <p>The footpath along the multi-storey building at 15 Charles Street will remain open. The pedestrian pathway along the MSB area will be closed and traffic controllers will safely re-direct pedestrians to the opposite side of Charles Street.</p> <p>The temporary closure and use of a total of nine kerb side car parking spaces on both sides of the road near 15 Charles Street, Canterbury during the possession periods and 2 additional days after possession will have minor traffic impacts to the public. Unloading and offloading of plant cannot be undertaken on the same day the possession/closedown starts and finishes. Preparation works are required prior to and after the possession/closedown.</p> <p>The car parking spaces near 15 Charles Street are used by public and loss of parking spaces will have minor impacts to the community as possession and shutdown periods where demand for commuter spaces is low.</p> <p>The HSEJV work area is located beyond the business sections. Minor deliveries occur at the shops nearby in the first approximately 100m of Charles near to Canterbury Rd. We are proposing beyond 150m away from the Canterbury/Charles Street intersection.</p> <p>Minor change from approved project as detailed in the EIS and SPIR. These car spaces are public car spaces and parking for businesses is further towards</p>	<p>Implementation of mitigation measure as per the CTMP and the TCPs.</p> <p>No additional measures required</p>	<p>Y</p>	<p>Y</p>	
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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	Canterbury Road on Charles St including the Woolworths parking. Residents have underground car parking spaces and there is sufficient car parking in the vicinity. Impacts on car spaces is temporary.				
Waste	No waste is proposed to be stored within the public car parking spaces. The waste impact in this location is consistent with the approved project. No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Social	As above for Community and Stakeholder.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Economic	<p>The closure and use of the west-bound lane and a total of nine kerb side car parking spaces on both sides of the road near 15 Charles Street, Canterbury will take place intermittently during standard hours, 2 days before/after possession and shutdowns; and during possession and shutdowns until project completion. Two (2) additional days before/after possession will not impact local business as the nearest local cafes-shops are located approximately 200 metres away.</p> <p>Unloading and offloading of plant cannot be undertaken on the same day the possession/closedown starts and finishes. Preparation works are required prior to and after the possession/closedown.</p> <p>These are public car spaces. There is sufficient car parking in the vicinity.</p> <p>Due to a low clearance of the Cooks River rail bridge, the delivery trucks have to access local businesses at Charles Street through the intersection between Charles Street and Canterbury Road. The proposed closure and use of car parking spaces will not impact this delivery arrangements.</p> <p>The HSEJV work area is located beyond the business sections. Minor deliveries occur at the shops nearby in the first approximately 100m of Charles near to Canterbury Rd. We are proposing beyond 150m away from the Canterbury/Charles Street intersection.</p> <p>No change from the EIS and SPIR.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	Visual impacts from the spread of machinery and the like in this location will be temporary. The machinery required and visual impacts of machinery is addressed in the EIS and SPIR, visual aspects are considered to be consistent with the EIS and SPIR.	Visual impacts from plant/machinery will be temporary in nature given the short duration for possessions. This is consistent with construction works in the area.	Y	Y	
Urban design	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Land use	The temporary change of the public carpark to allow the placement of machinery is acknowledged. The public car park spaces proposed to be used are outside, but adjacent to the Project Boundary as defined by the EIS/SPIR.	No additional measures required.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Risk	Use of authorised Traffic Controllers with TCPs will be implemented to mitigate risk. No change from the EIS and SPIR.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Management and mitigation measures	<p>The project Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), and Community Consultation Strategy (CCS) will be updated accordingly to identify the temporary use of the nine kerb-side public car parking spaces during the possession periods.</p> <p>The ECM will be updated accordingly to reduce risks of the use of the public car spaces on both sides of Charles Street.</p>	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

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

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the EIS and SPIR.	N/A	Y	Y	
Water	No change from the EIS and SPIR.	N/A	Y	Y	
Air quality	No change from the EIS and SPIR.	N/A	Y	Y	
Noise vibration	No change from the EIS and SPIR.	N/A	Y	Y	
Aboriginal heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Non-Aboriginal heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A	Y	Y	
Traffic	No change from the EIS and SPIR.	N/A	Y	Y	
Waste	No change from the EIS and SPIR.	N/A	Y	Y	
Social	No change from the EIS and SPIR.	N/A	Y	Y	
Economic	No change from the EIS and SPIR.	N/A	Y	Y	
Visual	No change from the EIS and SPIR.	N/A	Y	Y	

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

12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	There will be short-term and minor potential community impacts with the temporary possession of the public car parking spaces on both sides of 15 Charles Street, Canterbury. There will be community impacts however the impacts would be consistent with the approved project. All potential impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS and construction environmental management plan and sub-plans for the project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

13. Other Environmental Approvals

Identify all other approvals required for the project:

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

Author certification

To be completed by person preparing checklist.

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

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

Name:	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 & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Traffic Management Plan

Appendix B – Standing Plant Permit Application