Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	SM Package 4 HSE MCL Mobile Crane Set up on Broughton Street and associated road closure
Prepared by:	Andrew Lynam
Prepared for:	Sydney Metro
Assessment number:	SWM33
Status:	Final
Version:	C
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 (MCL) Station Upgrades is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin / Stephen Edwards Joint Venture (HSEJV).

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.

During the initial approvals process it was assumed that construction activities would occur along the length of the rail corridor and that all construction areas would be accessed via existing corridor gates. Section 10.3.3 of the EIS identified that changes to the road network, including temporary road and lane closures, around stations would be required as a result of construction. Table 10.35 of the EIS identified potential changes to the road network for station works however, this would change during detailed design and construction planning.

It should also be noted that the SPIR identified key changes to the indicative construction methodology for the preferred project (compared to the exhibited project in the EIS) to support a design solution that reduced community impacts. The SPIR Submissions Report identified, based on the indicative construction methodology, that no full road closures would be required during the station upgrade works. The EIS/ SPIR noted that final construction methodology would be determined by the construction contractor once appointed.

This Planning Approval Consistency Assessment has been produced to assess potential impacts of temporary full road closure of Broughton Street 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
- 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

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 Broughton Street, Canterbury, between Canterbury Road and Robert Street during shutdown/possession works for the establishment of a mobile crane. The pedestrian footpath on the southern side of Broughton St, between Canterbury Road and Robert Street will be closed to ensure members of the public do not enter the work zone and walk below the crane as it lifts and installs materials into the station. The pedestrian footpath on the northern side of the street would be maintained during these works.

Broughton Street is located within the City of Canterbury Bankstown Council Local Government Area (LGA). Appendix A provides a map of the proposed road closure area and traffic controls planned to be in place.

It is noted that Broughton Street already falls under the approved project area and this CA has been produced to assess the consistency of the full road closure activity. Use of the crane is also approved by the Council which falls under the Road Occupancy Licence (ROL).

Closure of Broughton Street would only be required during shutdown/possession works which would take place under the relevant Out of Hours Works Application prepared by HSEJV and approved by Sydney Metro.

The proposed closure will restrict parking on Broughton Street between Canterbury Road and 25 metres west of Robert Street on both sides of the carriageway. The existing conditions reveal that this area is predominantly a “Bus Zone”, and no parking is permitted. The detour swept paths also indicate that additional parking removal is required to facilitate safe heavy vehicle movements.
Therefore, this closure will impact some kerb side car park spaces whilst the closure is in place.

The proposed area in Appendix A is on land owned by the City of Canterbury Bankstown Council and a relevant ROL and Traffic Control Plan (TCP) has been approved, located in Appendix B.

Site utes will be used by traffic controllers as part of the full road closure works. Plant and equipment, and the like, to be used within the closed area of Broughton 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 the following indicative plant/machinery:

- 400T mobile crane
- 25T franna crane
- Elevated work platform
- Delivery trucks
- Generator
- 2x Lift shafts
- 2x Pre-cast stair units
- Glazing and structural steel components
- Tool trucks / site utes
- 2x Lighting towers.

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.

Isolating two aerials associated with the bus shelter and public toilet. With power to the existing toilet facility being disconnected, portaloo toilets will be installed (setup inside the road closure area) for public use during the possession while the existing toilet is closed. Utilities will be reconnected prior to the end of each shutdown/possession.

The only waste associated with the full road closure activity or lane closure will be waste water from the portaloo. The portaloo will be serviced, as required, by the contractor. Waste water will be pumped into a truck and disposed of offsite to a waste facility licensed to accept the waste water.

Fuel may be required for the crane, generators and lighting towers. Fuel will be stored in a bund and spill kit will be located within the work area.

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

3. Timeframe

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

A full road closure of Broughton Street will be required during shutdown/possession until project completion.

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 proposed area is located within the road reserve on land owned by the City of Canterbury Bankstown Council. As such there are no Lot and Deposited Plan details. Refer to Section 5 below for Site Environmental Characteristics.

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 Broughton Street, Canterbury can be described as typical urban street scape. The roadway is bordered by gutters, footpath, private property and the rail corridor. Nearby vegetation consists of planted trees along the corridor side of Broughton Street.

Rainfall runoff from the area enters stormwater pits located within the kerb side gutter on either side of Broughton Street. Two stormwater pits are located within the area proposed for closure, with one on the northern side of Broughton Street, approx. 7 meters from Robert Street, and a second one on the southern side opposite Robert Street. Land surrounding the road closure area consists of mixed-use and residential properties, predominantly residential, and the rail corridor and station precinct to the southwest. Broughton Street adjoins with Canterbury Road, which is a main road.

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

HSEJV will restore the area to its pre-existing condition upon completion 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.

The size and weight of the lift and stairs require a significant size mobile crane to install (see total weights below). Elements cannot be installed from the rail corridor track due to the large size of the elements and therefore are required to be installed from an adjacent road.

ROLs are not feasible on Canterbury Road, as the mobile crane would require minimum 2 lane closure.

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).

9. Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

No changes to climate change impacts.

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 approved project as detailed in the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Water	No change from approved project as detailed in the EIS and SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.	Y	Y	
Air quality	There will be minor localised dust impacts from vehicle and material movements, the extent of which is considered to be consistent with the impacts assessed within the EIS/SPIR.	No additional measures required.	Y	Y	
Noise vibration	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. The same receivers will be impacted and there could be some additional noise from the setup of traffic management controls and from use of the crane. 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 (CNVS) (i.e. community consultation and notifications).	Implementation of control measures as per the CEMP, CNVMP and OOHW. Mitigation and respite will be applied in accordance with the CNVMP and Sydney Metro CNVS.	Y	Y	
Aboriginal heritage	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	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
Community and stakeholder	Rerouting of traffic during road closure may cause temporary disruption to community members and stakeholders, particularly those accessing properties along Broughton Street between Canterbury Road and Robert Street. Pedestrian access through Broughton Street would be limited to the footpath on the northern side of the street. Existing public toilet adjacent to the station will be closed for the duration of the road closure. Portaloo toilets will be installed for public use during the possession while the existing toilet is closed. Proposed works may cause visual impacts. Refer to Visual Impact section for assessment. Ongoing community consultation is currently taking place. Notification for this work will be included in the May 2022 monthly notification to be distributed around Friday 22 April 2022. Thereafter, for contingency, this will be included in the July 2022 monthly notification.	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	

Traffic	The proposed closure will be deployed during 24-hour traffic control setups on Broughton Street, Robert Street and Jeffrey Street. The following kerb side car park spaces will be utilised whilst the closure is in place: • 5 car parks adjacent to Robert Street will be removed to provide adequate space for two buses to navigate the Robert Street and Broughton Street intersection. • 5 car parks will be removed on the eastern side of Broughton Street (north of Robert Street). This space will act as a temporary bus stop for southbound travelling buses. • 5 car parks will be removed on the western side of Broughton Street (north of Robert Street). This space will act as a temporary bus stop for northbound travelling buses. • 8 car parks will be removed on Robert Street (east bound). This space will provide adequate width for heavy vehicles utilising the detour. • 5 car parks will be removed on Jeffrey Street (adjacent to Robert Street in the southbound direction). This space will provide adequate room to cater to movements in and out of Robert Street from Jeffrey Street. Traffic control will be in place to assist local residents to access private driveways that are located within the specified work area. ROLs and TCPs are located in Appendix B. The existing conditions reveal that a right turn prohibition is in place for southbound motorists on Canterbury Road that wish to turn right into Jeffrey Street. Therefore, an alternative route for southbound motorists to travel to Broughton Street is via Unwin Road, Jeffrey Street and Robert Street.	Implementation of control measures as per the CEMP and CTMP. The CTMP will be updated to include the lane area once approved. A valid ROL issued by the City of Canterbury Bankstown Council must be in place – any requirements of this permit must be implemented. TCPs must be implemented, including appropriate signage and traffic controllers as required. Consultation with any agencies identified within REMM TC3 will occur.	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
	Each of the proposed detour routes for the Broughton Street closure has had a swept path analysis conducted (as per the CoA and CTMP Section 4.2.7) to ensure that potential conflicts with both parking and general traffic movements are mitigated. The swept path analysis reveals that all access turn movements are suitable for buses (12.5m single unit truck). Temporary parking removal will be required to facilitate longer vehicles. Refer to Appendix B for the swept path analysis. The CTMP takes into account surrounding roads which are capable of handling additional traffic. For the car spaces to be temporarily utilised, as mentioned above, there is no alternative parking spaces available in the immediate vicinity. Note that pedestrian access will be maintained. Buses and site heavy vehicles may have to traverse over mountable median islands at the intersection of Unwin Road and Jeffrey Street. However, traffic control will be in place at this intersection to assist with these movements. The number of movements expected is low.				
Waste	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	No change from the EIS and SPIR. Access to the café at 193 Canterbury Road will be maintained. Consultation via notice has been undertaken by the HSEJV Communications Team with the café and no response has been received to date.	No additional measures required.	Y	Y	
Visual	The establishment and movements of the mobile crane, vehicles, equipment, plant, signage and barricading will be highly 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 general works for the project have been considered in the Project Landscape and Visual Assessment Report. Some light spill may occur from the works, either from lighting towers or heavy vehicles. Light spill will be minimised by pointing lights away from residential properties and the roadway, towards the works.	Visual impacts are to be managed in accordance with the Visual Amenity Management Plan. Lighting towers will be aimed away from residential receivers to minimise light spill. Headlights from construction vehicles will be switched off when not in use.	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	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
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
Other	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	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?	Yes, there would be changes to parking and traffic arrangements (both diverted to the surrounding road network). This will be managed though the CTMF.. All other impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS 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 the City of Canterbury Bankstown City Council has been undertaken, and Traffic Control Plans and Road Occupancy Licenses approved. Council has noted support for the temporary use of Broughton Street see Appendix B.

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:	Environment 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

Figure 1 – Indicative area of Broughton Street closure location

Appendix B – ROL and TCP

Appendix C – Community Notification

The July 2022 monthly notification will be distributed towards the end of June 2022.