



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	S2B Package 4 MCL Single Lane closure - Railway Parade
Prepared by:	Jo-Ann Poole - HSEJV
Prepared for:	Sydney Metro
Assessment number:	SWM21
Status:	Final
Version:	1.2
Planning approval:	SSI 8256
Date required:	14/10/2021
iCentral number:	SM-21-00197848
© Sydney Metro 2020	

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:	
Version:	4.0
Date of issue:	
© Sydney Metro 2020	

Table of contents

1. Existing Approved Project	3
2. Description of proposed development/activity/works.....	7
3. Timeframe.....	8
4. Site description	8
5. Site Environmental Characteristics	9
6. Justification for the proposed works.....	9
7. Environmental Benefit	10
8. Control Measures.....	10
9. Climate Change Impacts.....	10
10. Impact Assessment – Construction.....	11
11. Impact Assessment – Operation	16
12. Consistency with the Approved Project.....	18
13. Other Environmental Approvals	19
Author certification	20
Appendix A.....	22
Appendix B.....	Error! Bookmark not defined.

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).

Station Upgrades

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

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs;
- Installation of new CSR cable route; and
- Installation of security fencing.
- As depicted in the S2B EIS, there is a current proposal to use The Boulevard commuter car park as a compound

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



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

The proposed area would be used intermittently during the construction period associated with the project, mostly during possessions and shutdowns. This land is located outside, but adjacent to the Project Boundary as defined by the EIS/SPIR. Figure below (see Appendix A) identifies the proposed area in purple.

The temporary use of Railway Parade (lane closest to the train station only) is required for activities such as material loading and unloading using bogie trucks and construction worker vehicle parking.

The proposed area in appendix A is on land owned by the Canterbury-Bankstown City Council and a relevant ROL and Traffic Control Plan has been approved, located in Appendix B. HSE JV have reviewed local bus routes and have determined that there are no impacts to local buses or temporary transport buses.

No change to project staffing levels are expected during construction.

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

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

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

3. Timeframe

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

The lane closures will occur intermittently between the 28th of June and the remaining construction period associated with the project, mostly during rail possessions and shutdowns, or when materials deliveries or removal are required in this area.

The use of this area for personnel to park their vehicles will occur when an update to this Consistency Assessment is approved. The use of this space will be required for the remaining construction period associated with the project.

HSE JV will endeavour to finish the works in as short a time as possible and reopen the lane.

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 Canterbury-Bankstown City Council. As such there are no Lot and Deposited Plan details.

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 Railway Parade, Lakemba can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. Nearby vegetation consists of planted trees and weeds on the rail batter. No vegetation would be impacted as a result of the lane closure.

Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the lane closure area location consists of the commuter car park (currently occupied by HSE JV) to the south and residential property to the north.

Australian Ibis have been known to roost within trees nearby. There will be no known impacts to the ibis.

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

HSE JV 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.

This proposal seeks additional space required to provide a safe area for truck movements when loading and unloading materials, achieved by reducing and containing heavy vehicle movement on site to the area described.

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

7. Environmental Benefit

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

- The benefit of the road encroachment is to facilitate the works required by HSEJV, the additional space will allow the contractor to work effectively and minimise community interface locations.

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 additional measures required.	Y	Y	
Water	No change from approved project as detailed in the EIS and SPIR.	No change from the EIS and SPIR. Erosion and Sediment Control Plans shall be updated to include controls required in this area. 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	

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	<p>Minimal impacts. Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p> <p>Parking of personal vehicles will be consistent with the controls within the Construction Noise and Vibration Plan (CNVMP).</p> <p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address construction material deliveries which are considered relevant to the proposal. Railway Parade lane would be used intermittently during construction and although the location has a minor reduction in separation from receivers (i.e. approx. 5-10m) the use of the location will not involve construction works but rather facilitate works on the station intermittently throughout possessions and shutdowns during the construction period.</p>	<p>Implementation of control measures as per the CEMP, CNVMP and OOHW.</p> <p>Mitigation and respite will be applied in accordance with the CNVMP and Sydney Metro Construction Noise and Vibration Strategy (CNVS).</p>	Y	Y	
Aboriginal heritage	<p>The temporary use of the Railway Parade does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.</p> <p>The site will operate under an unexpected finds protocol should Aboriginal heritage be encountered.</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
Non-Aboriginal heritage	<p>A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed, however the use of Railway Parade will not have an impact to any known heritage items or places. The proposal is considered to be consistent with the assessment within the EIS which considered the visual impact of the road use, noting it is temporary in nature and are unlikely to impact the heritage significance of the station or precinct.</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>	No additional measures required.	Y	Y	
Community and stakeholder	<p>This proposal will not cause further disruption to community members and stakeholders, particularly those that live adjacent to the works.</p> <p>The proposed lane closure may cause temporary disruption to community members and stakeholders, particularly those that live adjacent to the works. Refer to the Traffic aspect and noise and vibration aspect for further details.</p> <p>No pedestrian pathways or private property access will be impacted by the proposed lane closure.</p> <p>Support to utilise the land has been received with the landholder (Canterbury Bankstown City Council). See Appendix C.</p>	<p>Ongoing consultation and notification as per the Community Communications Strategy (CCS).</p> <p>Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP</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
Traffic	<p>Parking of construction workers personal vehicles adjacent to the compound will not require further lane closures along Railway Parade, and not impact on the limited parking spaces available for the residents in the area.</p> <p>The lane closure at Railway Parade will likely cause traffic impacts for vehicles using this road, as only one lane will be accessible for traffic. Signage and traffic controllers will direct traffic along the detour as per the Traffic Control Plans in Appendix B.</p> <p>Traffic management will be in place during the lane closure and as heavy vehicles access the site.</p> <p>Construction access route will be consistent with the existing CTMP.</p> <p>It is noted that no formal pedestrian access (i.e., no footpath) exists on the eastern side of Railway Parade adjacent to the proposed lane. This is considered to have minimal impacts on pedestrians.</p> <p>Access to private properties will not be impacted by the lane closure, although there is potential for minimal queuing while traffic is reduced to a single lane.</p>	<p>Implementation of control measures as per the CEMP, CTMP. The CTMP will be updated to include the lane area once approved.</p> <p>A valid ROL issued by CoCB must be in place – any requirements of this permit must be implemented.</p> <p>Traffic Control Plans must be implemented, including appropriate signage and traffic controllers as required.</p> <p>Consultation with any agencies identified within REMM TC3 will occur.</p> <p>Pedestrians will be directed to utilise formal pedestrian access areas and roadway crossings located on Railway Parade.</p>	Y	Y	
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.	No additional measures required.	Y	Y	
Visual	<p>The parking of construction workers personal vehicles will not further impact the visual aspects of the project.</p> <p>The lane closure, traffic controls and heavy vehicles 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. The impacts will be temporary only and are consistent with large infrastructure projects.</p> <p>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.</p> <p>Visual aspects are considered to be consistent with the EIS and SPIR.</p>	No additional measures required. Visual impacts are to be managed in accordance with the Visual Amenity Management Plan.	Y	Y	
Urban design	No change from the 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 occupation of Railway Pde is consistent with information provided within the EIS.	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	
Other	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	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	
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	

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
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	
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, 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?	No new environmental impacts are introduced as part of the proposed use of Railway Parade. All 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 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 Railway Parade 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:	Jo-Ann Poole	Signature:	
Title:	Environmental Advisor		
Company:	HSE JV	Date:	15/10/2021

This section is for Sydney Metro only.

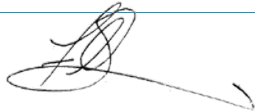
Application supported and submitted by

Name:	Yvette Buchli	Date:	15/10/2021
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:	15 October 2021
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location

