



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	S2B Package 4 MCL Temporary use of parking spaces on the City End of Railway Parade for possessions.
Prepared by:	Jo-Ann Poole - HSEJV
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

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.

This Planning Approval Consistency Assessment has been produced to assess potential impacts of temporary commuter car space closures associated with Lakemba station 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 (PACA) relates to the occupation of a portion of Railway Parade, Lakemba between the eastern end of the commuter carpark and Haldon Street.

This proposal addresses the proposed temporary use of a number of commuter car spaces on the city side of Railway Parade (see Appendix 1) during possession and shutdown periods, and for the mobilisation of plant and material laydown and the like accessing the rail corridor and works around Lakemba Station. The machinery includes but is not limited to:

- concrete boom pump
- woodchipper
- concrete truck

The proposed area would be used during the WE16, WK16, WE17 (12/10/2021 to 27/10/2021), WE19 (03/11/2021 to 10/11/2021), WE25 (15/12/2021 to 22/12/2021) possession and Shutdown 2 (22/12/2021 to 12/01/2022) periods associated with the project. The area would be required 3 days prior to commencement (to place the machinery) of these possessions and shutdown, and 3 days after the completion of the possessions and shutdown (to remove the machinery). 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 works the proposed area would be reinstated to the public.

3. Timeframe

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

The proposed area will be used for WE16, WK16, WE17 (12/10/2021 to 27/10/2021), WE19 (03/11/2021 to 10/11/2021), WE25 (15/12/2021 to 22/12/2021) possession and Shutdown 2 (22/12/2021 to 12/01/2022). These dates include the three days before and after the possession and shutdown periods.

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. Council approval will be attached when received. As such there are no Lot and Deposited Plan details. Map of located area is located in Appendix A.

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 commuter car park is bordered by gutters, a 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 temporary possession of a number of commuter car spaces.

Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the commuter 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.

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 commuter car park to it's pre-existing condition upon completion of each possession and the shutdown.

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.

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 commuter car park is deemed to be the most suitable location for placing machinery and the like.

This will also allow safe access to the works required adjacent to the station and minimise impacts to main roads and the community in Lakemba.

The project boundary 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.

7. Environmental Benefit

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

Placing the machinery within the commuter car park on the city side of Railway Parade will provide better safety for construction personnel to easily access the machinery and be able to manoeuvre the concrete boom for the piling works on a flat, hardstand surface. It will also be safer for residents in the area as they would not have to by-pass large, working machinery. There will be enough room to place the vegetation that is required to be mulched.

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).

The Lakemba ECM will be updated accordingly to capture the temporary use of the commuter car spaces on the city side of Railway Parade.

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?

NIL

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 due to the proposal. 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 additional measures required	Y	Y	
Air quality	There will be minor localised dust impacts from vehicle and material movements, the extent to which is considered to be consistent with the impacts assessed within the EIS and SPIR	No additional measures required.	Y	Y	
Noise vibration	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 OOHW application. Minimal impacts. Works will be consistent with already approved activities as detailed in the EIS and SPIR. The controls within the Construction Noise and Vibration Management Plan (CNVMP) address construction laydown machinery which are considered relevant to the proposal.	Implementation of control measures as per the CEMP, CNVMP and OOHW. Noise monitoring will be undertaken during the possession period.	Y	Y	
Aboriginal Heritage	The temporary use of the Railway Parade commuter car park does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage. The site will operate under an unexpected finds protocol should indigenous heritage be encountered.	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 temporary use of Railway Parade commuter 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>	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 commuter car spaces at the city end of Railway Parade is expected to result in a minor traffic impact as trains will be not operating during the possession and shutdown periods where demand for commuter spaces is low.</p> <p>HSEJV do not require to possess the entire commuter car park. There will still be 16 commuter car spaces available to commuters at this location.</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 3-day shutdown before and after the possession and shutdown periods.</p> <p>Community notification will be provided via letterbox drop and email prior to the possessions and shutdown.</p> <p>Further, an A2 laminated sign detailing the dates the commuter carpark will be occupied will be placed on fencing closest to the car park.</p> <p>No pedestrian pathways or private property access will be impacted by the proposed commuter car park closure as the machinery will be located within the commuter car park.</p>	<p>Community notification will be provided via letterbox drop and email prior to the possession and shutdown periods.</p> <p>An A2 laminated sign detailing the dates the commuter carpark will be occupied during the possession and shutdown periods will be placed on fencing closest to the commuter car park.</p> <p>Community notification will be provided via letterbox drop and email prior to the possession and shutdown periods</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>The use of the 18 commuter parking spaces at Railway Parade will not impact local traffic as the machinery is located within the commuter car spaces and not within Railway Parade. Full road access will be available.</p> <p>The proposed temporary possession of 18 commuter car spaces at the city end of Railway Parade is expected to result in a minor traffic impact as trains will be not operating during the possession and shutdown periods where demand for commuter spaces is low.</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 commuter car park at Railway Parade. This will not be impacted by the possession of the car spaces as the machinery is located within the commuter car spaces.</p> <p>There will be minor parking impacts using the commuter car spaces to place machinery and as a material laydown area. This is consistent with the Approved Project. The CTMP will manage any temporary traffic impacts resulting from the placing of machinery and equipment in this location.</p>	No traffic management or traffic control will be required as the machinery is stationary and is located within the commuter car park only and not on Railway Parade.	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
Waste	A temporary fully contained plastic lined concrete washout bin will be placed on site while these works are being undertaken. The concrete wash out bin will be removed when it is no longer required. 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	
Economic	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
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.	No additional measures required.	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 commuter carpark to allow the placement of machinery is acknowledged. The commuter carpark 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	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	<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 18 commuter car spaces three days before and three days after as well as during possession and shutdown periods.</p> <p>The Lakemba ECM will be updated accordingly to capture the temporary use of the commuter 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 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	

Metro Body of Knowledge (MBoK)

(Uncontrolled when printed)



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 commuter car spaces on Railway Parade. No new environmental impacts are introduced as part of the proposed use of Railway Parade. All potential 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:

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:	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

