



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Melford St and Terrace Rd Full Road Closures
Prepared by:	Daniel Keegan (JHLOR)
Prepared for:	Sydney Metro
Assessment number:	SWM04 SMCSWSSJ-JHL-WEC-EM-REC-000017
Status:	Final
Version:	02
Planning approval:	SSI 8256 (C&SW)
Date required:	20/09/2019
iCentral number	SM-19-00137447

Form information – do not alter:

Form number	SM ES-FT-414
Applicable to:	Sydney Metro
Document Owner:	Principal Manager, Sustainability, Environment & Planning
System Owner:	Executive Director, Safety, Sustainability & Environment
Status:	Final
Version:	2.0
Date of issue:	14 July 2017
Review date:	14 July 2018
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256)

Date of determination:

Planning Approval Date – 12/12/2018

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

Sydney Metro City and Southwest – Sydenham to Bankstown works includes the following;

- Station upgrades;
 - Installation of platform screen doors
 - Provision of operational facilities, such as station service buildings
 - Upgrades of 10 stations from Marrickville to Bankstown to provide lifts and level access where not available.
 - Accessibility upgrades for buildings
 - Works related to integration with other modes of transport
- Track and rail systems;
 - Upgrades of track at Bankstown
 - Rail cross-over at Campsie
- Other Project elements;
 - Security measures, such as fencing
 - Noise barriers
 - Augmentation of existing power supply, including new traction sub-stations
 - Bridge protection works
 - Combined Service Route
 - Drainage

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- Utility and rail system protection
- Temporary works during construction;
 - Provision of temporary facilities to support construction, including construction compounds and work sites

It is assumed that construction activities would occur along the length of the rail corridor within the Project area. Construction areas would be generally accessed via existing corridor gates along the rail corridor.

It should also be noted that the SPIR also identified key changes to the construction methodology for the preferred project (compared to the exhibited project in the EIS) to reduce community impacts. One of these changes identified that no full road closures would be required for bridge works. It is understood that this statement was made in reference to the elimination of long term road closures associated with significant bridge upgrade works within the exhibited project. This Planning Approval Consistency Assessment has been produced to assess the impacts of temporary full road closures associated with SMEW Combined Service Route works, 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

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.

2.0 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 temporary full road closure of Terrace Road (also referred to as Ness Avenue) Dulwich Hill and Melford Street, Hurlstone Park for the installation of Combined Service Route (CSR). Terrace Road is located within the Inner West Council Local Government Area (LGA). Melford Street is located within the City of Canterbury Bankstown Local Government Area (LGA).

At Terrace Road, the CSR will be installed via a GST Bridging Structure, located adjacent to the Terrace Rd Underbridge. The structure will be comprised of a footing on either side of the bridge, with piers and a cross beam to clear the road. Galvanised Steel Trough (GST) will be attached to the cross beam and attached to the bridge.

At Melford Street, the CSR will be installed as “*pit and pipe*” (trenching across the road), also known as an Under Road Crossing (URX). The full road closure activity will consist of blocking the road with barricades, erecting detour and other signage to direct or inform motorists, cyclists pedestrians and local residents (including VMS boards if stipulated within the Traffic Control Plan or where required by Council or other stakeholders) and the use of traffic controllers to direct traffic (if stipulated within the Traffic Control Plan).

It is noted that this Planning Approval Consistency Assessment has been produced to assess the consistency of the *full road closure* activity and the addition of a small amount of land to be used for access, as included within the full road closure permit. This PACA does not relate to the installation of CSR. The installation of CSR within the Project Boundary has already been addressed within the Planning Approval. Any details on CSR works within this document have been included to provide additional context to the full road closure activity.

In addition to the full road closure activity. A tree located outside the project boundary on Hutton Street will be removed as part of the works. The tree, a Jacaranda (tree 257 within the Tree Report) will be removed as a large portion of the remaining canopy must be removed to make way for the works. An arborist inspection on 27th August indicated that as the tree has already been heavily trimmed by others due to the proximity to overhead powerlines, any further trimming could only be minor in nature to maintain tree stability. JHLOR will need to trim a larger portion than required to maintain stability, as such the tree must be removed. The Tree Report is to be updated to include the removal of tree 257. JHLOR will confirm that City of Canterbury Bankstown have no objection to the tree removal.

JHLOR will consult with the relevant agencies as required by REMM TC3. It is noted that TTLG has been consulted with on the Terrace Road full road closure through the SMEW Construction Traffic Management Plan review and endorsement process (refer to Section 2.2.4 of the CTMP). JHLOR will gain approval from the Inner West Council (IWC) for full road closure of Terrace Road, under a full road closure permit. A presentation has been made to IWC to support the Full Road Closure Permit submission. Refer to Attachment 1.

JHLOR has presented the full road closure of Melford Street to TCG on 6/08/2019 and to TTLG on 28/08/2019. The Construction Traffic Management Plan will be updated to include the Melford Street full road closure. JHLOR will gain approval from City of Canterbury Bankstown (CoCB) for the full road closure of Melford Street, under a full road closure permit. A presentation has been made to CoCB to support the Full Road Closure Permit. Refer to Attachment 1.

JHLOR have reviewed local bus routes and have determined that Terrace Road and Melford Street do not form part of a bus route, including rail replacement buses. As such, bus routes or timetables will not be impacted as per REMM TC3. It is noted that the EIS Technical Study – Traffic and Transport Assessment states “Currently no bus routes use the Ness Avenue / Terrace Road Underbridge and consequently the works required on the bridge would not affect existing public transport.” Also, “Currently no bus route crosses the Melford Street Overbridge and therefore no bus route would be impacted by the bridge works.”

The Terrace Road Works will occur within the JHLOR EPL Boundary (EPL 21147) as workers are required to access from the roadway and rail. The Melford Street Works will also occur under the JHLOR EPL. As such, the following standard construction hours would apply;

- Monday to Friday 7am-6pm
- Saturday 8am-1pm
- No works on Sunday or Public Holidays

Any OOHW would be assessed under the EPL and an OOHW Permit would be produced by JHLOR. Any out of hours local area works to occur outside the limits of EPL Condition L4.8 will only occur if a variation to L4.8 is granted from the NSW EPA.

Site utes will be used by traffic controllers as part of the full road closure works. For information, the following plant and equipment may be used as part of the CSR works;

- Site ute
- Mobile crane
- Elevated Work Platform
- Concrete saw
- Jack hammers
- Excavator
- Hiab
- Telehandler
- Tipper
- Wacker packer
- Road sweeper
- Water cart/water trailer

Approximately 2-3 workers will be working on each full road closure.

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

The works will occur within road reserve. A Full Road Closure Permit is required from the relevant council.

There is no waste associated with the full road closure activity.

No hazardous or dangerous goods will be used for the full road closures.

No pedestrian detours are required for the works. A footpath at both Terrace Rd/Ness Ave and Melford Street will be maintained during the works.

Pedestrian access will be maintained during the Melford Street full road closure.

3.0 Timeframe

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

The following dates are indicative and are subject to design, construction planning, stakeholder consultation and Council approval.

- Terrace Road (Ness Ave) – GST Bridging Structure: Road closed full time 23/09/2019 – 4/10/2019. (i.e. works will occur from 23/09/2019-29/09/2019 and a contingency period of 30/09/2019 – 4/10/2019) Further contingency may be required at a later date – to be approved by Council.
- Melford Street, Hurlstone Park – Under Road Crossing (URX): Road closed full time 28/09/2019 – 16/10/2019 (i.e. works to occur over 28/09/2019 – 11/10/2019 and a contingency period of 11/10/2019 – 16/10/2019)

The works will predominately occur during standard construction hours, as per Council's preference.

The road closures is expected to occur for 24 hours/day over the full period. The timeframe stated above represents a conservative estimate of the time required to undertake the works, including contingency. JHLOR will endeavour to finish the works in as short a time as possible and reopen the road.

4.0 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 closure is located within the road reserve. As such there are no Lot and Deposited Plan details.

5.0 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.

Ness Ave, Dulwich Hill – GST bridging structure

The environment at Ness Ave, Dulwich Hill can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Ness Ave roadway passes under the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the bridge attachment location consists of residential property. There is no known protected flora or fauna or other "sensitive area" within the vicinity of the works.

Melford St, Hurlstone Park – URX

The environment at Melford St, Hurlstone Park can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Melford St overbridge passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath and trees within the rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the URX location consists of residential property. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works.

6.0 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 full road closure of Terrace Road is required for the week leading up to the WE13 possession as augured footings must be installed within at the bottom of the rail embankment on each side of Terrace Road. Due to the size of the plant, and the amount of materials within the area it is not safe to allow vehicles pass under contraflow and a full road closure must be established.

Galvanised Steel Trough will be installed across Terrace Road underbridge. The single span trough will be attached to piers on either side of Ness Avenue (i.e. there are no columns in the middle of the bridge to connect to, as such a single span is required).

For a single span of trough to be safely lifted into place, all personnel, including the public, must be excluded from the drop zone. Therefore, both lanes on Terrace Road must be closed during the works.

A trench across Melford Street is required to install the CSR, in three separate runs. The CSR cannot pass under the Melford Street bridge abutment due to space constraints and offset requirements between the services that the CSR is comprised of. There is no other feasible method for installing the CSR across Melford Street.

The CSR trench will be approximately 2m in depth and 2.4m wide. It is not possible to provide sufficient clearance for the vehicles to pass the trench and remain outside the zone of influence, even under a contraflow arrangement. It is also not possible to support road plates over this width, therefore the work front must remain closed over the full work period.

In both cases, full road closures are required to mitigate public safety risks during the works.

7.0 Environmental Benefit

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

- None

8.0 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).

9.0 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.

10.0 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	A tree will be removed due to the proximity of the trench works. Tree is to be added to the Tree Report and confirmation of “no objection” to removal from Council obtained.	Comply with mitigation measures as stated within the Tree Report, CEMP and CEMP sub-plans.	Y		
Water	No change from 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		
Air quality	No change from 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		
Noise vibration	Additional traffic noise on some roads due to the addition of detoured traffic. These impacts are expected to be temporary and minor	All work outside of standard construction hours to be assessed under an OOHW Application. Additional Mitigation Measures as per the Construction Noise and Vibration Strategy (i.e. community consultation and notifications). Comply with mitigation measures as stated within the CEMP, CEMP sub-plans and CTMP.	Y		
Indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Non-indigenous heritage	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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 closures may cause temporary disruption to community members and stakeholders, particularly those that live adjacent to the works. Refer to the Traffic aspect for further details.	Community consultation and notifications. Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP	Y		
Traffic	Road traffic would be rerouted from roads under a full road closure. Cyclists may also be rerouted in some instances where it is unsafe for them to pass. Works will be restricted to the road reserve and access to private property will be maintained as part of the works. This may result in disruption to the usual routes taken by some motorists (including emergency services) and cyclists.	Comply with all CoA and REMMs as allocated under the Staging Report. A Full Road Closure Permit must be obtained from IWC or CoCB (depending on the LGA) prior to any full road closure works – any requirements of this permit must be implemented. Develop and implement a Traffic Control Plan, including appropriate signage and traffic controllers as required. Community consultation and notification. Consultation with emergency services Implement the detour as included within the endorsed CTMP. Consultation with any agencies identified within REMM TC3 will occur. Maintain access to private property. Maintain parking where possible Coordinate works with any special events	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
		Directional signage to be utilised where appropriate Implement any additional mitigation measures as agreed with TCG/TTLG. Implementation of control measures as per the CEMP and CTMP			
Waste	No waste associated with the full road closure activity. No change from the EIS and SPIR.	No change from the EIS and SPIR. Implementation of control measures as per the CEMP.	Y		
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Economic	No loss of access for businesses associated with the works. Rerouting of traffic will be in place maintaining access to all areas in the vicinity of the works. No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Visual	Vehicles, equipment, plant, signage and barricading 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. Furthermore, road maintenance and utility works are ongoing within these local government areas. No change from the EIS and SPIR.	Community consultation to occur as required. Implementation of control measures as per the CEMP and VAMP	Y		
Urban design	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Geotechnical	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Land use	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Climate Change	No change from the EIS and SPIR.	No change from the EIS and SPIR.	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
Risk	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Other	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		
Management and mitigation measures	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y		

11.0 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			
Water	No change from the EIS and SPIR.	N/A			
Air quality	No change from the EIS and SPIR.	N/A			
Noise vibration	No change from the EIS and SPIR.	N/A			
Indigenous heritage	No change from the EIS and SPIR.	N/A			
Non-indigenous heritage	No change from the EIS and SPIR.	N/A			
Community and stakeholder	No change from the EIS and SPIR.	N/A			
Traffic	No change from the EIS and SPIR.	N/A			
Waste	No change from the EIS and SPIR.	N/A			
Social	No change from the EIS and SPIR.	N/A			
Economic	No change from the EIS and SPIR.	N/A			

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
Visual	No change from the EIS and SPIR.	N/A			
Urban design	No change from the EIS and SPIR.	N/A			
Geotechnical	No change from the EIS and SPIR.	N/A			
Land use	No change from the EIS and SPIR.	N/A			
Climate Change	No change from the EIS and SPIR.	N/A			
Risk	No change from the EIS and SPIR.	N/A			
Other	No change from the EIS and SPIR.	N/A			
Management and mitigation measures	No change from the EIS and SPIR.	N/A			

12.0 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. The project would continue to provide a 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 consistent with the objectives and functions of the elements of the Approved Project
Are there any new environmental impacts as a result of the proposed works/modifications?	All risks would be adequately addressed through the application of the mitigation measures in the above tables. No new environmental risks are outstanding.
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 and will be accounted for by implementing the control measures within this document, the CEMP, CEMP sub-plans, CTMP, CCS and any other measures as directed by Council, RMS, TfNSW and SCO.
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.

13.0 Other Environmental Approvals

Identify all other approvals required for the project:

- Full road closure approvals from Councils
- The CTMP includes the Terrace Road full road closure detour. The CTMP is to be updated to include the Melford Street full road closure.

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:	Cameron Newling	Signature:	 PP
Title:	Environment Manager		
Company:	JHLOR	Date:	12/09/2019

This section is for Sydney Metro only.

Application supported and submitted by

Name:		Date:	
Title:	Planning Approvals Manager	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

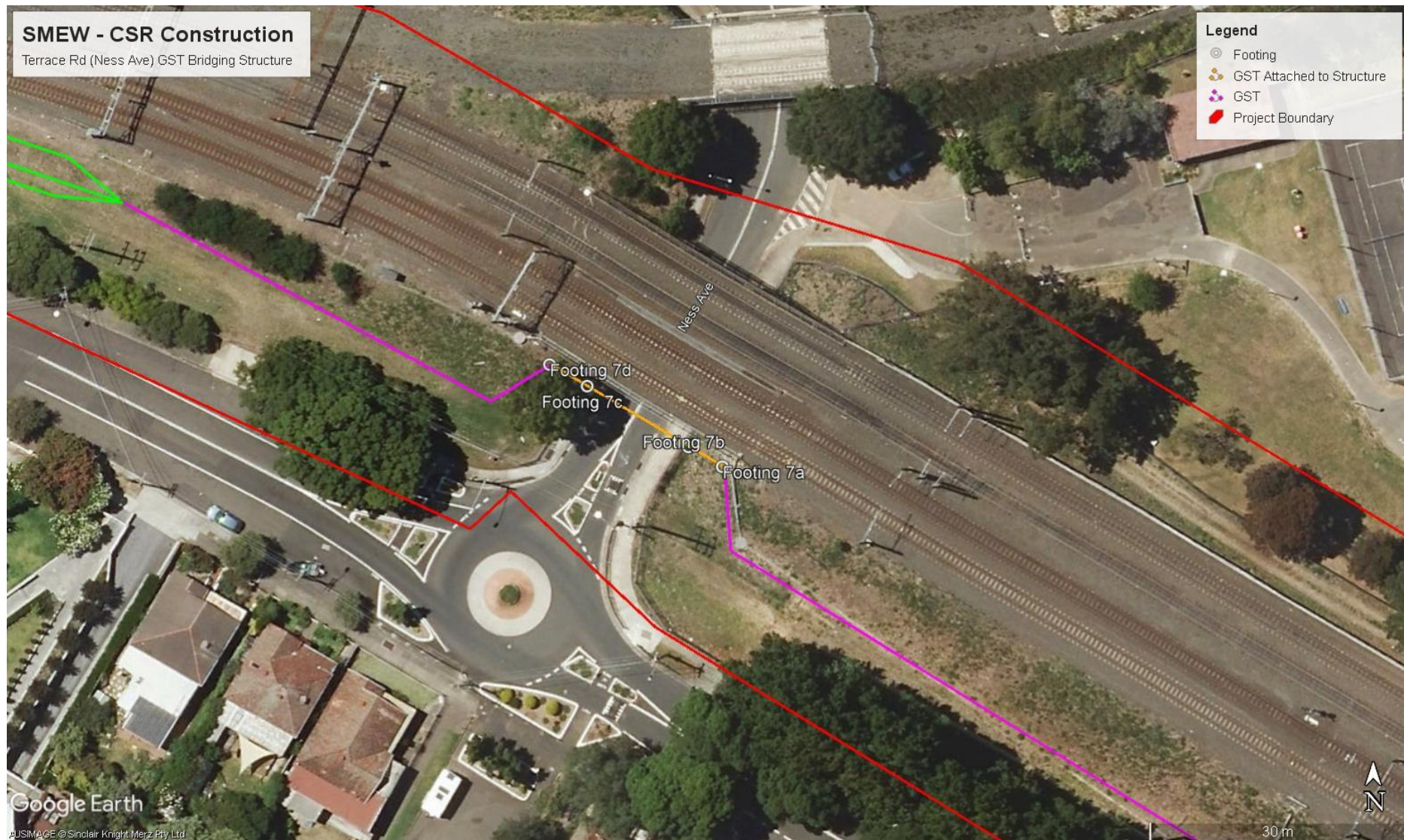
Name:		Date:	
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location

Unclassified

Sydney Metro – Integrated Management System (IMS)

(Uncontrolled when printed)



Unclassified

Sydney Metro – Integrated Management System (IMS)

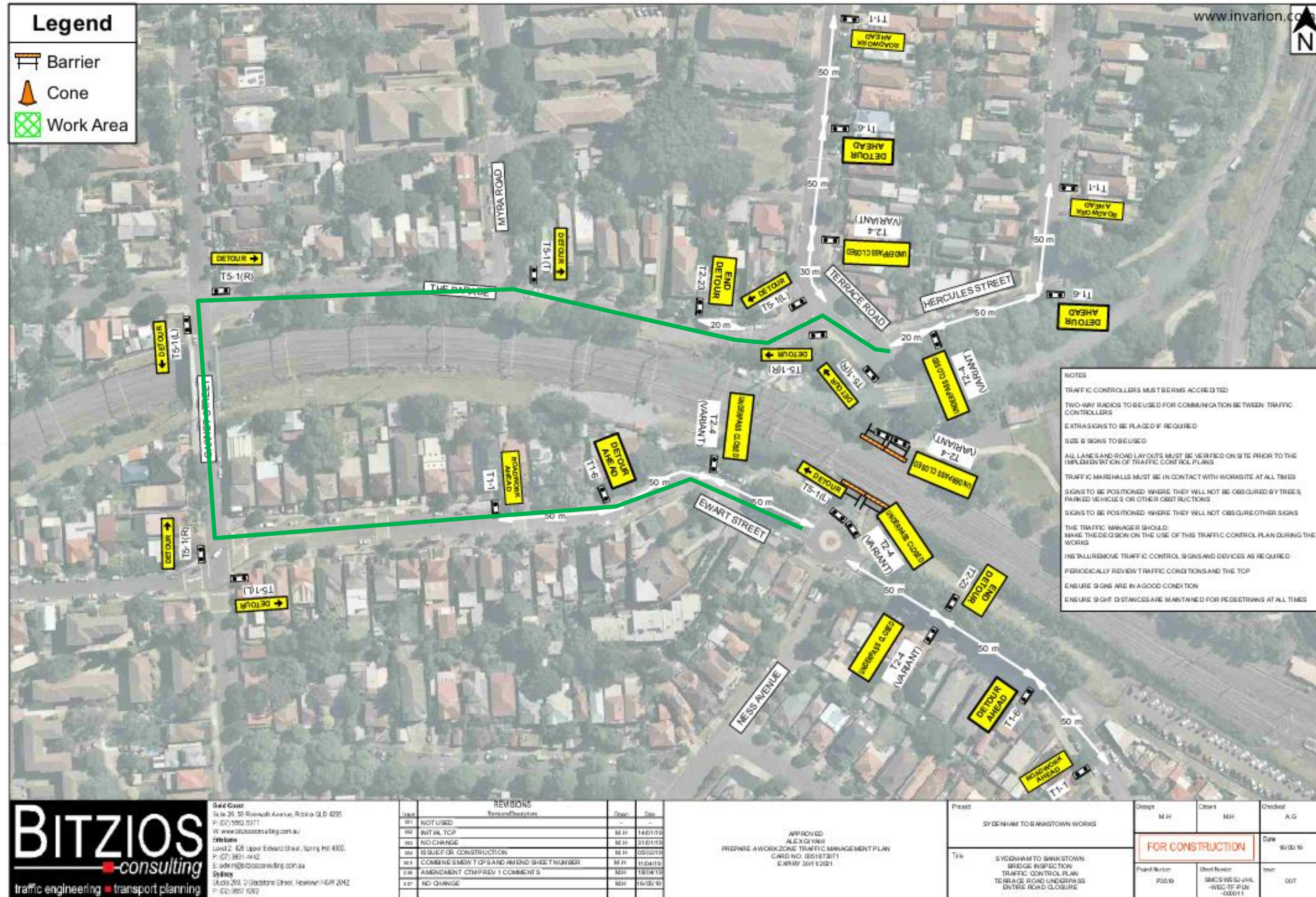
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Appendix B – Lot Details

N/A – Works to occur within road reserve – no lot/DP details

Appendix C – Detours





Keegan, Daniel

From: Keegan, Daniel
Sent: Wednesday, 4 December 2019 4:11 PM
To: 'Tim Solomon'
Cc: Simon Fisher (TfNSW); Newling, Cameron (SSJ)
Subject: SSJT1B- PACA004 Melford Street and Terrace Road Full Road Closures - Additional Works

Hi Tim,

Regarding the Planning Approval Consistency Assessment *SMCSWSSJ-JHL-WEC-EM-REC-000017 Melford Street and Terrace Road Full Road Closures*, JHLOR was not able to complete the bridging structure at Terrace Road, Dulwich Hill over the original full road closure time period specified within the endorsed PACA (i.e. 23/09/2019-29/09/2019).

Pending Inner West Council approval, JHLOR will undertake works during an additional 1 day full road closure scheduled for 22/12/2019.

The impacts and mitigation measures will remain consistent with those described in the endorsed PACA.

Regards,

Daniel Keegan
Environmental Coordinator

Sydenham Metro upgrade project

John Holland Laing O'Rourke Joint Venture
100a Marrickville Road, Marrickville NSW 2204
PO Box 195, Marrickville NSW 1475

Keegan, Daniel

From: Tim Solomon <[REDACTED]>
Sent: Tuesday, 28 July 2020 8:10 AM
To: Keegan, Daniel
Cc: Huang, Michelle; Chris Dickson; Jo Robertson
Subject: RE: SSJT1B - PACA-004 Extension of Road Closures

CAUTION - This email was sent from outside Laing O'Rourke

Hi Dan,

Thanks for the update.

To ensure this date change is captured, can you please append this note to the back of the approved Planning Approval Consistency Assessment *SMCSWSSJ-JHL-WEC-EM-REC-000017 Melford Street and Terrace Road Full Road Closures*.

Thanks,
Tim

From: Keegan, Daniel [mailto:[REDACTED]]
Sent: Monday, 13 July 2020 5:06 PM
To: Tim Solomon <[REDACTED]>
Cc: Huang, Michelle <[REDACTED]>; Chris Dickson <[REDACTED]>
Subject: SSJT1B - PACA-004 Extension of Road Closures

Hi Tim,

Regarding the Planning Approval Consistency Assessment *SMCSWSSJ-JHL-WEC-EM-REC-000017 Melford Street and Terrace Road Full Road Closures*, JHLOR was not able to commence works at these locations as per the original full road closure time period specified within the endorsed PACA due to design delays.

Pending approval from Inner West Council, JHLOR proposes to undertake works at Terrace Road, Dulwich Hill on the following dates;

- 8th-9th August 2020
- 24th-25th October 2020

The impacts and mitigation measures will remain consistent with those described in the endorsed PACA.

Regards,

Daniel Keegan
Environment Manager

Sydenham Metro upgrade project

John Holland Laing O'Rourke Joint Venture
100a Marrickville Road, Marrickville NSW 2204
PO Box 195, Marrickville NSW 1475

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