



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	North Parade, Duke St Footbridge
Prepared by:	Lucas Dobrolot (JHLOR)
Prepared for:	Sydney Metro
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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)

Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1 (Determined 22 October, 2020)

Date of determination:

Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256) (Planning Approval Date – 12/12/2018)

Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1 (Determined 22 October, 2020)

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
- 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.

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, Determined 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.

2.0 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.

In accordance with the Southwest Metro Corridor (SMC) Scope of Works and Technical Criteria (SWTC), JHLOR are required to construct two piles and associated pile caps, install hold down bolts and vertical protection screens to both sides of the Duke Street Pedestrian Bridge, Campsie. These works were approved within the T3 Bankstown line corridor. However, due to access and space constraints, JHLOR require additional area to undertake and support the works and for the laydown of construction materials temporary plant access, storage of plant, material laydown, small stockpile and temporary portable toilets (the proposal). This additional area would require part of the Council road and verge that is outside the approved Project Boundary (the proposal area). Refer to Appendix A for the location of the proposal area and Appendix C for Council permission for use of the road and verge.

The proposal area would be used in various capacities between March until May, 2022. Refer to Table 1 below. The approved and proposed works are proposed to occur during standard construction hours except during rail possessions when Duke Street footbridge works and associated use of the proposal area is proposed to occur across 24 hours (refer to Appendix D). Out-of-hours work would be subject to an Out of Hours Work Permit.

Table1: Scope and date of proposed works

Location	Scope	Type of Application	Dates
North Parade	Pilling activities will commence on the southern side of North Parade between March to Friday 6 April 2022. Pilling activities will be carried out during standard construction hours. Refer to Appendix A, Figure 1.	Road Lane Footpath (RLF) occupation permit for 28 days.	March to Friday 6 April 2022
Duke Street Footbridge	The footbridge is required to be closed for safety reason for the full duration of each possession.	Footbridge closure	WE38 19 - 21 March 2022 WE39 26 – 28 March 2022 WE45 7 – 9 May 2022
South Parade	Anti-throw screen installation will commence on WE38 (19-21) March from South Parade. To safely accommodate these works the footbridge will close to pedestrians with pedestrian diversion via Beamish Street. An elevated work platform will be used to assist with installation.	Standing Plant Permit - elevated work platform	WE38 19 - 21 March 2022 WE39 26 – 28 March 2022 WE45 7 – 9 May 2022 - Contingency
North Parade	During WE39 (26-28 March) and WE45 (7-9 May) a crane is to be used to assist with installing screens from North Parade, requiring temporary lane and footpath closure along the southern side of North Terrace between Browning Street and Clissold Lane together with the closure of the footbridge. Refer to Appendix A, Figure 3.	RLF and corresponding Standing Plant permit (crane)	WE39 26 – 28 March 2022 WE45 7 – 9 May 2022

Note: Proposed works would not commence until the above permits have been approved by the appropriate authorities. Proposed contingency dates for the above listed works are WE06, 06-08 August and WE15, 08-10 October 2022. All mitigations and requirements of the EIS/SPIR and this PACA would be applicable should contingency dates or additional possessions be required.

Plant expected to be used for the works includes;

- Excavator
- mobile crane
- EWP/telehandler
- small generators
- amenities-portable toilets
- heavy vehicles (concrete agitator, rigid truck, flat bed truck)
- concrete line/boom pump, grout mixer/pump

Works would involve approximately 10 workers during midweek mobilisation and approximately 25 workers for possession based works.

The proposal does not include any ground impacts additional to those already associated with the approved excavation for piles and pile caps. Therefore there is no additional foreseeable impact to existing utilities.

There will be only minor amounts of waste stored in the area. Any hazardous substances or dangerous goods stored within the area would be stored in a bunded container in accordance with the requirements of the Planning Approval and in accordance with any mitigation measures outlined within the SMC Construction Environmental Management Plan.

3.0 Timeframe

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

The proposal area would be occupied in various capacities between March and May 2022.

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 landowner.

The proposal area is classified as R4 residential zoning and consists of Council road carparking on the north (parallel parking) and south (perpendicular parking) side of North Parade, road verge abutting the SP2 Railway infrastructure as well as pedestrian access to the Duke St footbridge as shown in Appendix B. The land is owned by City of Canterbury-Bankstown Council. Currently the proposal area is used as a carpark, as well as pedestrian access to the bridge to South Parade. Refer to Table 1 above for the extent and duration of each proposed occupation.

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.

The proposal area is the North Parade road verge at Campsie, adjacent to Duke Street footbridge and a pedestrian island on North Parade. The road verge in this area is signposted as No Parking, presumably to provide adequate lane width past the pedestrian island. Commuter car parking spaces are marked along the North Parade verge further east and west of the pedestrian island.

Nearby land use includes residential housing.

An ERSED plan will be prepared to protect existing stormwater drains near the proposal area.

The proposal area is outside of the flood planning map impact area. Refer to Appendix D, Figure 5.

Dilapidation Reports (128166 and 129104) have been prepared covering Duke St footbridge and North parade respectively.

The proposal does not include any excavation.

There is no known protected flora or fauna or other environmentally sensitive area within the proposal area.

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.

In reference to Duke St footbridge works Section 6.19 of the EIS Technical Paper 1 states;

This bridge is used for pedestrians and cyclists only and therefore would not require the diversion of vehicles. Construction activities required for the Footbridge upgrade requires periodic closures over a six month period. During this time pedestrians and cyclists would need to divert 700m to Wairoa M24 Street Underbridge to the east or 200m to Beamish Street Overbridge to the west.

This assessment did not consider sufficient work area to access the approved works from North Parade. However, Chapter 10.4.2 did acknowledge the need to reduce the width of footpaths on North Parade, South Parade and Lilian Street in some situations and noted that about 45 commuter spaces would be temporarily affected during rail possession periods. The proposal area would occupy about 45 commuter car spaces during rail possessions, and none outside of rail possessions.

The approved piling works are located inside the Project Boundary on the North Parade side of the rail corridor. Sufficient access and manoeuvring space for construction of the piles is not available within the rail corridor. The proposal area would provide improved plant access to the approved works as well as space for storage of plant, material laydown, small amenities, stockpiling and assembly. The proposed works (as listed in Table 1) can be carried out without full road closure, which is consistent with EIS *Table 10.36 Bridge Works- indicative closures and road network changes*. During rail possessions, a single contraflow lane will be maintained and managed with a 'stop go' traffic controller or automatic device. Outside of rail possessions, the proposal would ensure regular traffic flow past the proposal area.

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?

Proposed works would be completed under the existing Project Construction Environmental Management Plan (CEMP), CEMP sub-plans, Community Consultation Strategy (CCS), Construction Traffic Management Plan (CTMP) and associated pedestrian and cyclist detours/alternate routes.

A TCP will be prepared for any traffic changes along North Parade, including details of the width of the proposal area and remaining lane width, access and egress to the proposal area, and controls for vehicles and pedestrians.

In addition to targeted notification of impacted residents, VMS boards will be installed prior to closure. These mitigations will be captured in the Duke St Footbridge specific Traffic Management Plan (TMP).

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	No change from the EIS and SPIR. No listed flora and fauna species will be impacted. A small extent of weeds and grasses may be removed.	Comply with mitigation measures as stated within the Tree Report, CEMP and CEMP sub-plans.	Y	Y	
Water	No change from the EIS and SPIR.	Include this area within the Erosion and Sediment Control Plan for the area – include any controls required to mitigate erosion/dirt tracking at the access point. In accordance with the Construction Soil and Water Management Plan, JHLOR will maintain overland flow paths across the proposed laydown area to mitigate flooding risks. No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.	Y	Y	
Air quality	No change from the EIS and SPIR. There may be some localised impacts to air quality associated with stockpiling spoil. This is not expected to result in air quality impacts or risks greater than those identified within the EIS/SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.	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
		Erosion & Sediment Control Plans will be prepared for this area prior to works commencing.			
Noise vibration	No change from the EIS and SPIR. There may be some localised noise impacts associated with stockpiling and laydown. The noise impacts are not expected to be greater than those identified within the EIS/SPIR.	No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans. Works to be undertaken outside of standard construction hours would be subject to an Out Of Hours Work Permit.	Y	Y	
Indigenous heritage	No change from the EIS and SPIR. The works will be above ground in a pre-disturbed area. The EIS/SPIR did not identify any known areas of Aboriginal Heritage. The unexpected finds procedure will be followed.	No change from the EIS and SPIR.	Y	Y	
Non-indigenous heritage	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	Y	
Community and stakeholder	No change from the EIS and SPIR. There will be no additional impacts to the community or stakeholders that live on or use North Parade or use the Duke St Footbridge as part of the proposal relative to what was assessed in the EIS/SPIR. The proposal area would be used	Comply with mitigation measures as stated within the CEMP, CEMP sub-plans and CCS	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
	to gain access to the permanent works in accordance with the EIS/SPIR in a safer manner.				
Traffic	<p>No change from the EIS and SPIR.</p> <p>There are no additional impacts to the traffic associated with the proposal. The loss of parking spaces, pedestrian diversion or footpath closure or partial road closures would be consistent with that stated with the EIS/SPIR. The proposal area would use about 45 commuter car spaces during rail possessions, and none outside of rail possessions.</p>	<p>No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.</p> <p>A TCP will be prepared for any traffic changes along North Parade, including details of the width of the proposal area and remaining lane width, access and egress to the proposal area, and controls for vehicles and pedestrians.</p> <p>In addition to targeted notification of impacted residents, VMS boards will be installed prior to closure. These mitigations will be captured in the Duke St Footbridge specific Traffic Management Plan (TMP) and reviewed and approved by the appropriate authority.</p>	Y	Y	
Waste	<p>No change from the EIS and SPIR.</p> <p>There would be only minor amounts of waste stored in the area consisting of a four meter cube</p>	<p>No change from the EIS and SPIR. Implementation of control measures as per the CEMP.</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
	skip bin and/or a temporary bunded and covered stockpile no greater than 15 cube. Any hazardous substances or dangerous goods stored within the area would be stored in a bunded container in accordance with the requirements of the EIS/SPIR and in accordance with any mitigation measures outlined within the SMC Construction Environmental Management Plan.				
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Economic	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Visual	Plant, equipment and material stockpiling will occur within the area – construction plant and equipment is consistent with the operation of railways, is temporary only, and the extent of the visual impact is considered with that assessed in the EIS/ SPIR.	Comply with mitigation measures as stated within the CEMP, CEMP sub-plans, including the VAMP.	Y	Y	
Urban design	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Land use	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	Y	
Risk	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	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		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	
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	

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		Y	
Urban design	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	

12.0 Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed extension of the project boundary 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 new project boundary proposed 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?	No. 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 proposal would be managed in accordance with the approach to environmental management for construction as a whole. Environmental controls would be implemented in accordance with the construction environmental management plan and sub plans. 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:

- Council consent (Appendix C)
- Traffic control plan (TCP)
- Council ROL
- Council footpath (Duke Street footbridge) closure permit
- Council Standing plant permit

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:	Lucas Dobrolot	Signature:	
Title:	Environment Manager		
Company:	JHLOR	Date:	09/03/2022

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	14/03/2022
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:	15 March 2022
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Proposal area location



The project area - map 3

FIGURE 2.1

Figure 1: Proposal area location

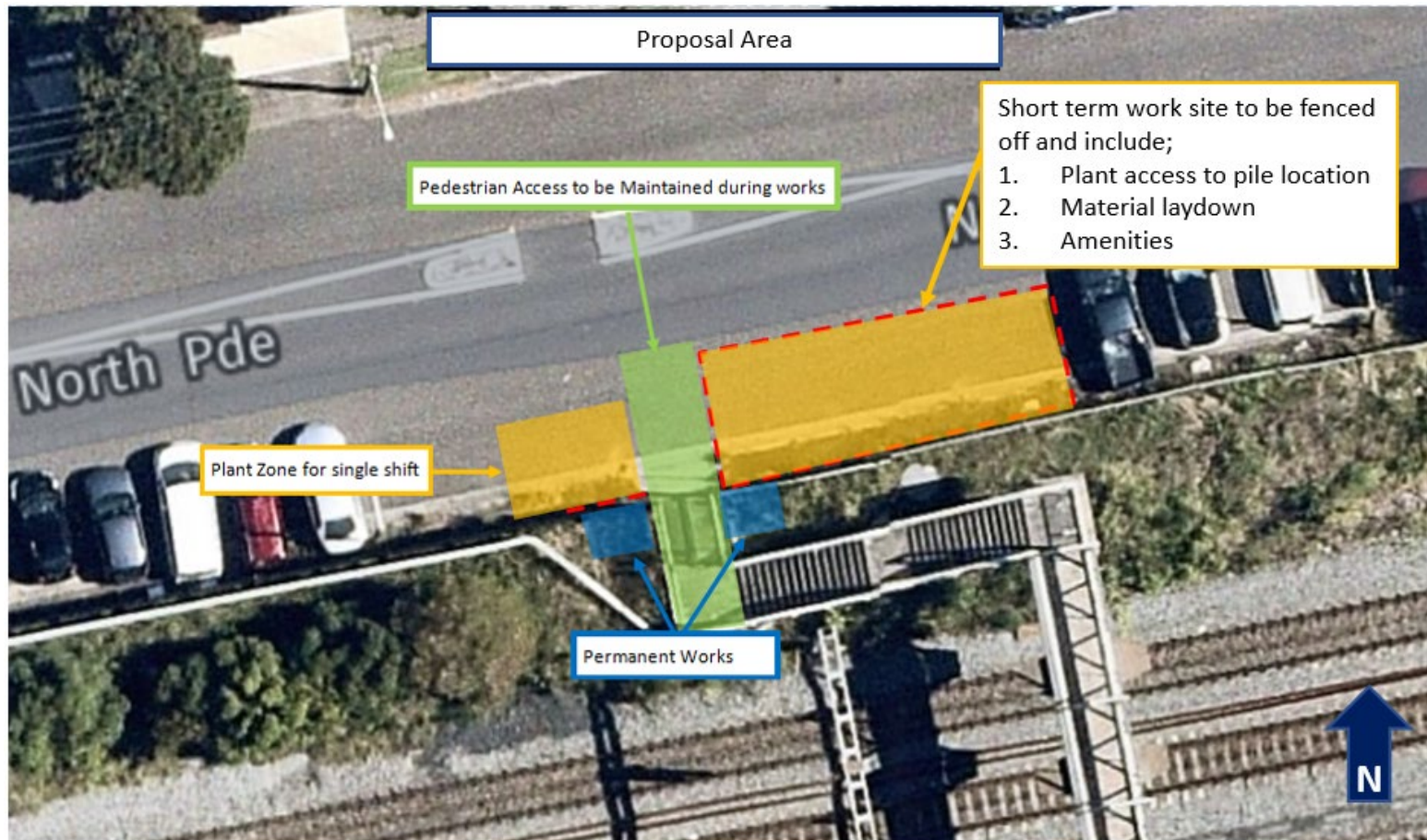


Figure 2: Proposal area for piling work on North Parade

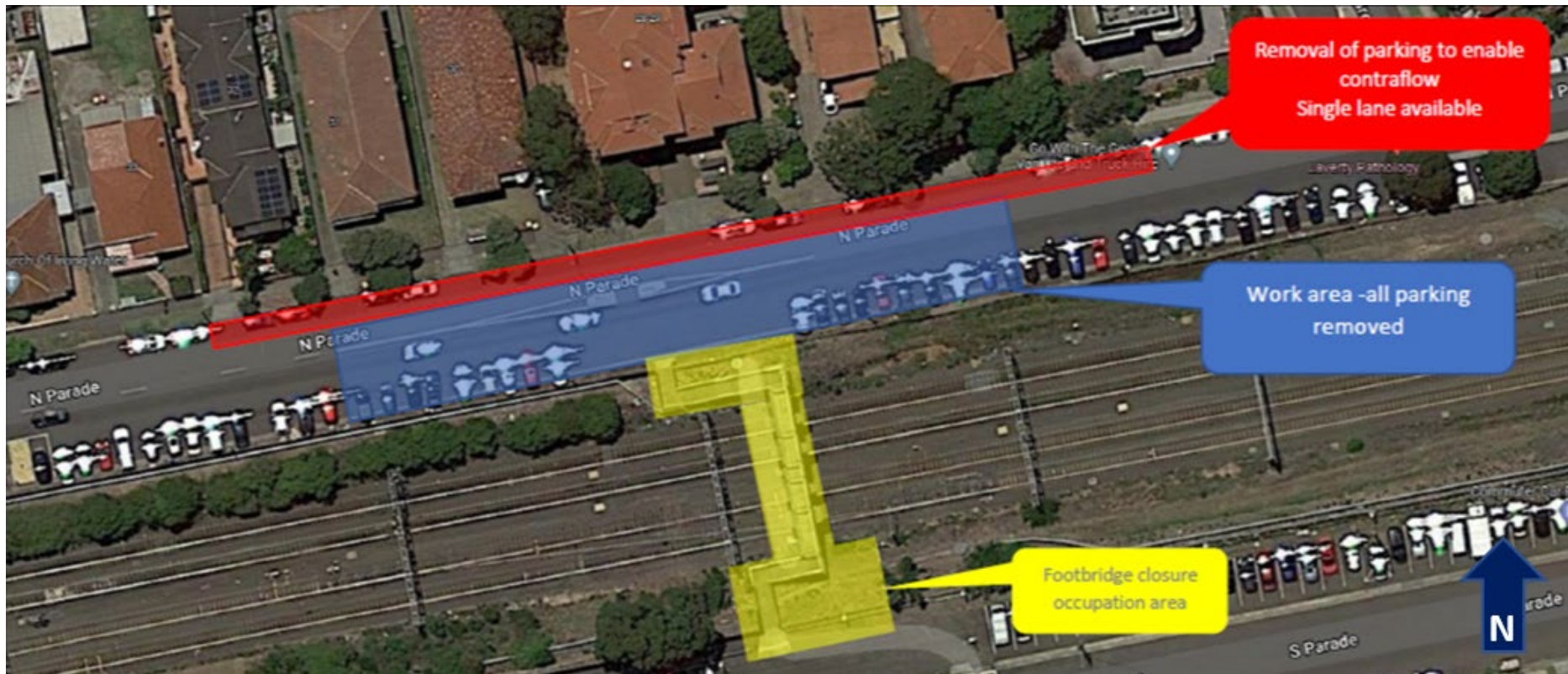


Figure 3: WE 39 & WE45 Possession works

Note: Indicative traffic changes attributed to crane required for throwscreen install on northern side. Final configuration will be included in the work specific TMP.

- Red- contraflow single lane controlled by 'stop go' traffic controller or device
- Blue- crane work area WE39 & WE45
- Yellow- footbridge closure during throwscreen installation

Appendix B – Lot Details

Approximate location of the proposal area

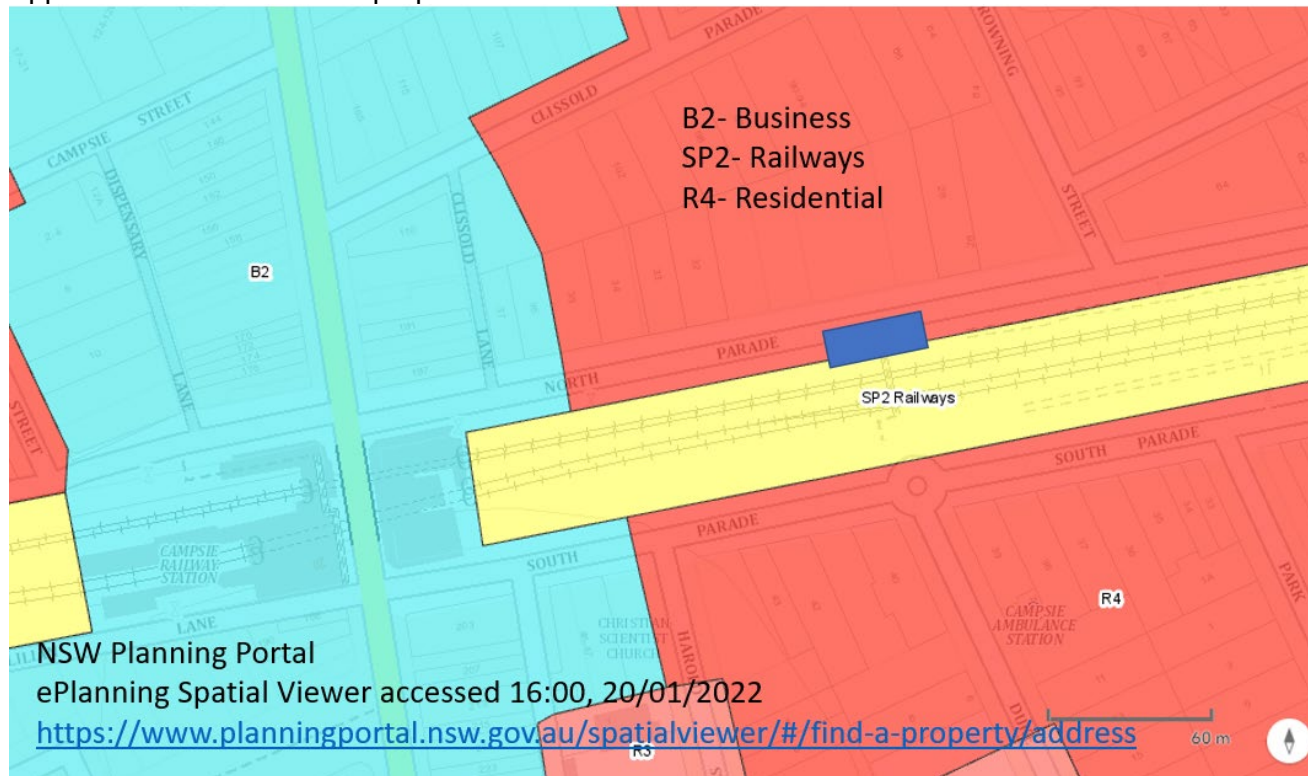
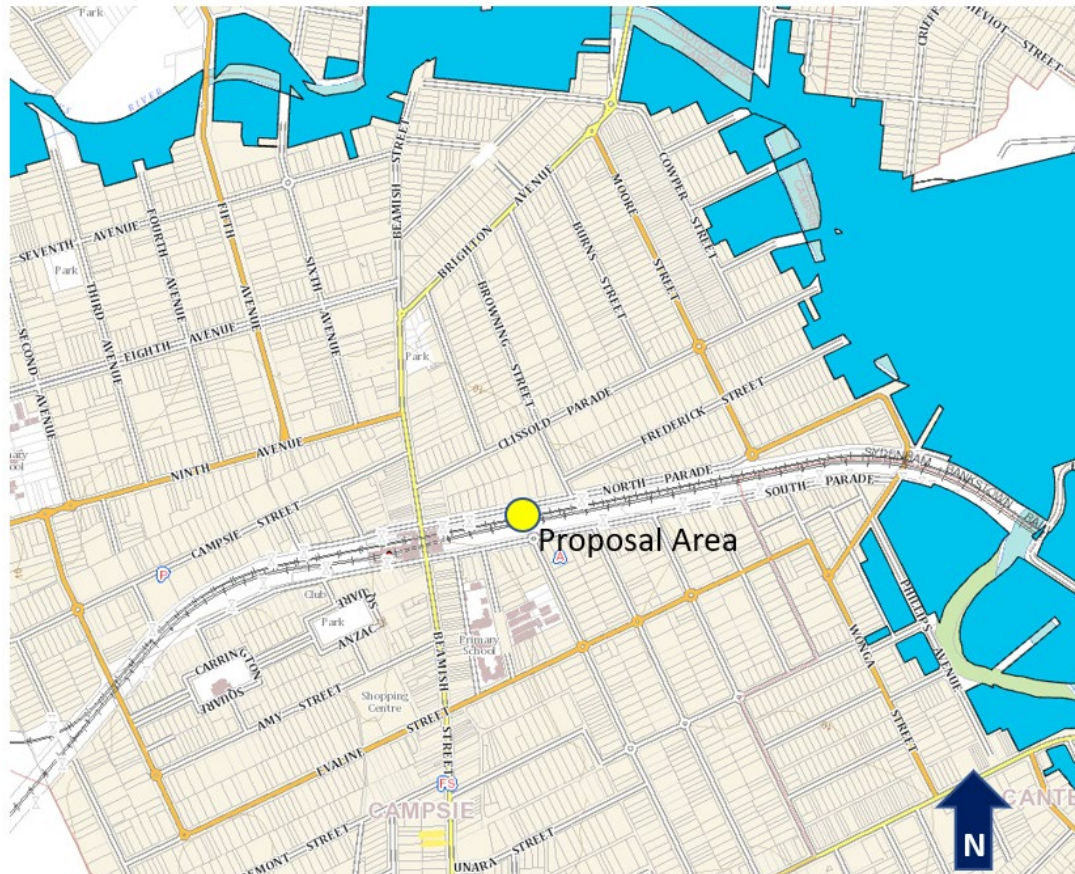


Figure 4: Zoning map

Appendix C – Land Owners Consent (Council Permit)

Appendix D – Flood Planning Map Campsie



Campsie Flood Planning Map

NSW Planning Portal

ePlanning Spatial Viewer accessed 17:11, 21/02/2022

<https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address>

Figure 5: Flood Planning map