



Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Albermarle Street Full Road Closure
Prepared by:	Daniel Keegan (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)

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

- 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 Albermarle St, Marrickville for the installation of Combined Service Route (CSR). Albermarle St is located within the Inner West Council Local Government Area (LGA).

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.

JHLOR will consult with the relevant agencies as required by REMM TC3. It is noted that TTLG has been consulted with on the Albermarle Street, 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 Albermarle Street, 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 have reviewed local bus routes and have determined that Albermarle St does not form part of a bus route. 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 cross the Albermarle Street Overbridge and no bus routes would be affected by work undertaken on the bridge”.

The works will occur outside the Sydney Trains EPL boundary, under the Instrument of Approval. As such, standard construction hours under CoA-E19 would apply;

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

Some works may be undertaken outside of these hours in accordance with the Out of hours Work Protocol. An Out of Hours Work (OOHW) Application will be produced and approved by Sydney Metro and the ER (or DPIE if OOHW are deemed high risk and will occur after 9pm, in accordance with CoA-E25) before any out of hours works commence. High noise intensive works will be undertaken during the following hours;

- Monday to Friday 8am-6pm
- Saturday 8am-1pm
- In continuous blocks not exceeding 3 hours with a minimum continuous respite period of 1 hour.

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 IWC.

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

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

As part of the works a temporary pedestrian detour will be established. The pedestrian detour, if followed from one side of Albermarle Street to reach the other is approximately 850m via Kays Avenue West or 960m via Challis Street, noting that Challis Street will be sign posted as the official detour route due to better lighting conditions. An overview of the route is included in Appendix C. The impact of the pedestrian detour will be low as the detour will only be in place for a short period (10 days for the works with an additional 7 days contingency). The pedestrian detour will be included within the monthly SMEW community notification (delivered within a 200m radius of the rail corridor) and the targeted area community notification.

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.

- Albermarle St, Marrickville – Under Road Crossing (URX): Road closed full time 2/09/2019 – 19/09/2019 (i.e. works to occur over 2/09/2019 – 12/9/2019 and a contingency period of 13/09/2019 – 19/09/2019)

The works will predominately occur during standard construction hours, as per IWC preference (refer to Section 6.1 of IWC SMu Monthly Meeting).

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.

Albermarle St, Marrickville – Under Road Crossing (URX)

The environment at Albermarle St, Marrickville can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Albermarle St Underbridge passes over the T3 Bankstown Line and ARTC Goods Line. The Albermarle bridge includes a footpath on the city side of the bridge. 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 URX location consists of residential property. There is no known protected flora or fauna or other “sensitive areas” 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.

A trench across Albermarle Street is required to install the CSR, in three separate runs. The CSR cannot pass under the Albermarle 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 Albermarle 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.

A small amount of land outside the SPIR Project Boundary will be used, in accordance with the full road closure permit which permits works between Challis Ave and Kays Ave, Marrickville.

A full road closure is 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	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	✓
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	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	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	Y	—
Indigenous heritage	No change from the EIS and SPIR.	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.	Y	Y	—

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	Rerouting of traffic during road 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	Y	—
Traffic	Road traffic would be rerouted from roads under a full road closure. Cyclists and pedestrians 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), cyclists and pedestrians.	Comply with all CoA and REMMs as allocated under the Staging Report. A Full Road Closure Permit must be obtained from IWC 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 Rev03. 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 Directional signage to be utilised where appropriate	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
		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	Y	—
Social	No change from the EIS and SPIR.	No change from the EIS and SPIR.	Y	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	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	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	—

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 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		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	—
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	—

12.0 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 Council
- The CTMP includes the Albermarle Street full road closure detour

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:	22/08/2019

This section is for Sydney Metro only.


Application supported and submitted by

Name:	Yvette Buchli	Date:	23/8/19
Title:	Planning Approvals Manager	Comments:	None
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:	26/8/19
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location

Unclassified

Sydney Metro – Integrated Management System (IMS)

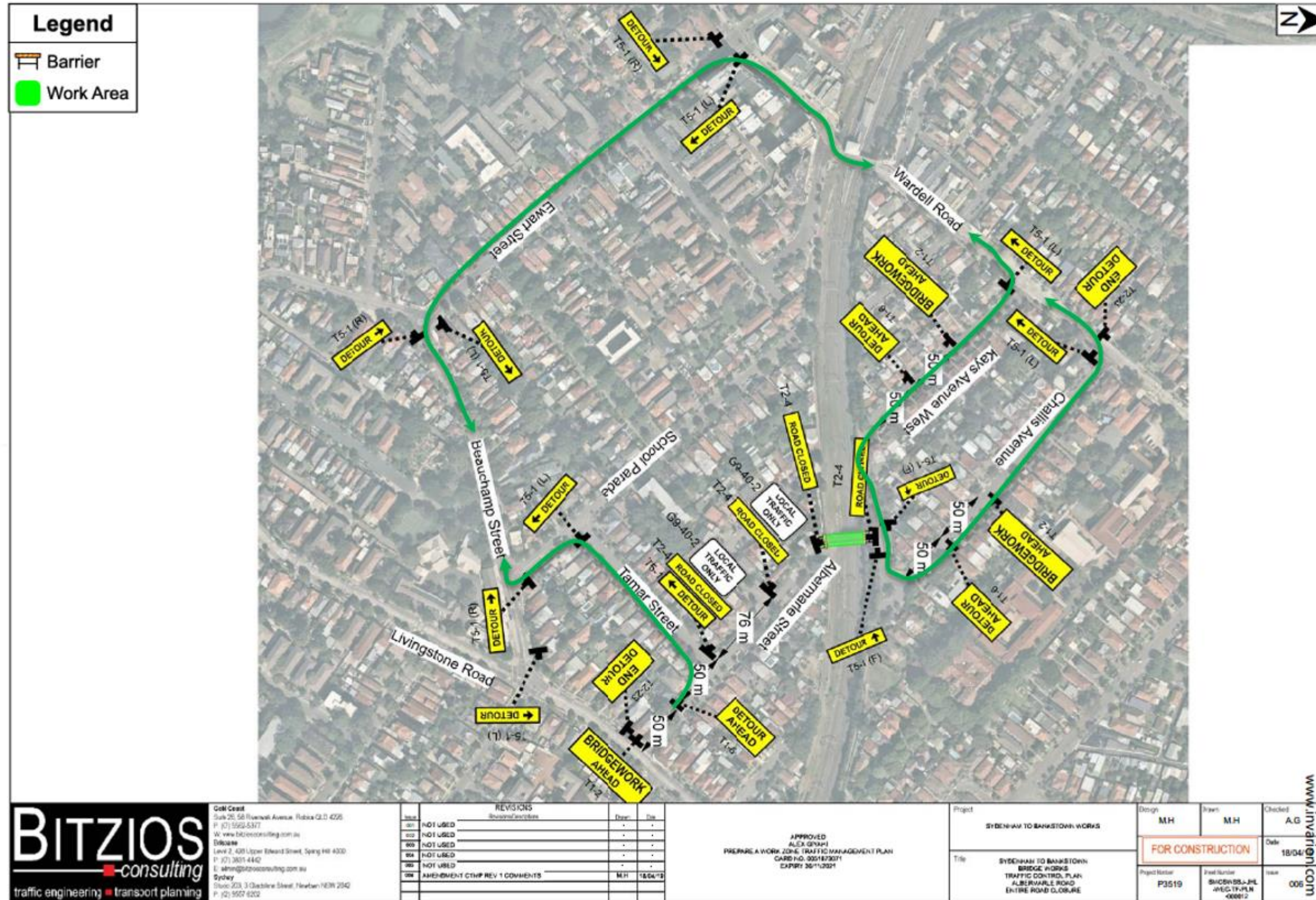
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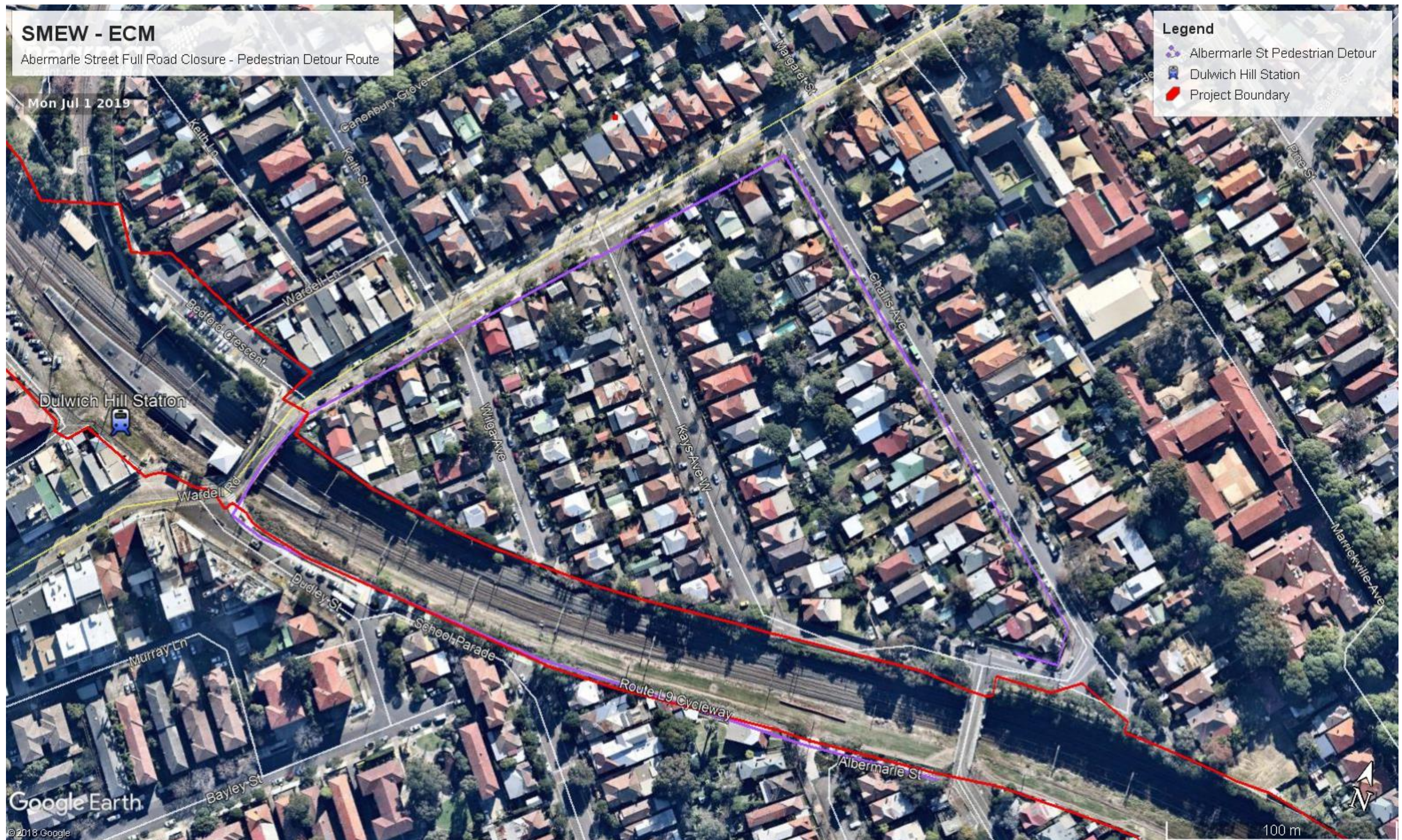


Appendix B – Lot Details

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

Appendix C – Detour





Attachment 1 – Stakeholder Consultation

IWC presentation 18/06/2019



Southwest metro enabling works

INNER WEST COUNCIL

TUESDAY 18TH JUNE 2019



IWC – Southwest metro enabling works

PRESENTATION CONTENT

Albermarle Street, Marrickville

1. Program
2. Traffic Counts

Ness Avenue, Dulwich Hill

1. Program
2. Traffic Counts

Livingstone Rd, Marrickville

1. Program
2. WorkArea
3. Traffic Control Plan

IWC – Southwest metro enabling works

1. ALBERMARLE STREET, PROGRAM

Task Name	Duration	Start	Finish
Albermarle St Crossing	61 days	Tue 25/06/19	Fri 13/09/19
Present concept to TCG	1 day	Tue 25/06/19	Tue 25/06/19
Present concept to TTLG	1 day	Wed 26/06/19	Wed 26/06/19
Apply police permit	1 day	Fri 28/06/19	Fri 28/06/19
Submit TCP Council notifications, TLG Endorsement to Local committee	1 day	Fri 5/07/19	Fri 5/07/19
Local Traffic Committee Meeting -endorse	1 day	Tue 6/08/19	Tue 6/08/19
Establish VMS Board	1 day	Thu 22/08/19	Thu 22/08/19
Construction of Albermarle St Crossing	10 days	Mon 2/09/19	Fri 13/09/19

IWC – Southwest metro enabling works

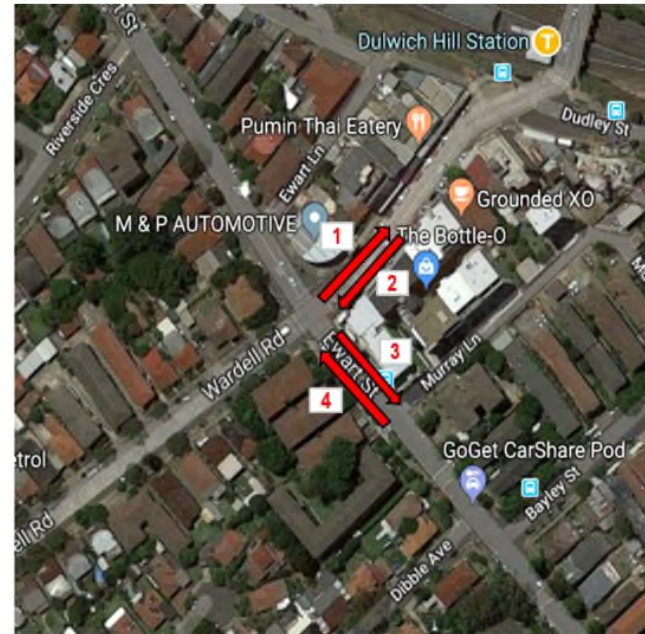
2. ALBERMARLE – TRAFFIC COUNTS

On peak traffic counts were established on 4/6/19 but due to inclement weather, analysis was incomplete.

Repeat Traffic counts were established on 14/6/19 and will be available for presentation on 26/6/19

ACTION

- Present peak traffic counts



Contact us

For more information, enquiries or complaints please contact us at:

-  **1800 171 386** 24-hour community information line
-  **tunnels@transport.nsw.gov.au**
-  **sydneymetro.info**
-  **facebook.com/SydneyMetro**
-  **Sydney Metro City & Southwest**
PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, call TIS National on **131 450** and ask them to call **1800 171 386**