



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	Temporary Full Road Closures
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<b>Prepared for:</b>	Southwest Metro Corridor Works
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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)):

- Sydney Metro City & Southwest - Sydenham to Bankstown (SSI 8256)
- Sydney Metro City & Southwest - Sydenham to Bankstown Modification 1

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.

Section 10.3 of the EIS states that the Victoria Road bridge, Marrickville would be closed for an indicative period of 3 days to facilitate bridge works. The EIS also states that the Wairoa Street bridge, Canterbury will be closed for an indicative period of one night to facilitate bridge works. The SPIR identified key changes to the construction methodology for the preferred project (compared to the exhibited project in the

EIS) to reduce community impacts. Section 2.4.2 of the SPIR states 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.

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, 22<sup>nd</sup> 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

This Planning Approval Consistency Assessment (PACA) relates to a number of short term, temporary full road closures of the Victoria Road, Marrickville, Livingstone Road, Marrickville, Wairoa Street, Canterbury and Loch Street, Campsie road bridges to facilitate bridge works as part of the Southwest Metro Corridor (SMC) works package. The indicative extent of the road closures is shown in Appendix A. It is noted that the EIS refers to Victoria Road as Charlotte Avenue and Charlotte Avenue underbridge – refer to Section 6.5 of the *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade Technical Paper 1: Traffic and Transport Assessment*.

This Planning Approval Consistency Assessment has been produced to assess the impacts of temporary full road closures associated with SMC bridge works at Victoria Road, Livingstone Road, Wairoa Street and Loch Street, 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.

It is noted that the road closure timeframes as captured within the EIS were indicative only and subject to detailed design and construction planning.

No pedestrian detours will be required – pedestrian access will be maintained through the worksite with traffic controller assistance.

Refer to Section 3 for proposed full road closure timeframes.

The location of the proposed temporary road closures are detailed in Appendix A and associated proposed diversions are detailed within Appendix B.

REMM TC3 relates to assessing impacts on surrounding road network related to bridge works across the rail corridor and consultation with relevant agencies. John Holland and Laing O'Rourke (JHLOR) has assessed impacts of the proposed road closures and consulted with the relevant agencies as required by REMM TC3 via the Traffic and Transport Liaison Group (TTLG) – refer to Appendix C. JHLOR will gain approval from the Inner West Council (IWC) for full road closure of Victoria Road, Livingstone Road and City of Canterbury Bankstown Council for Wairoa Street and Loch Street, under full road closure permits.

JHLOR have reviewed local bus routes and have determined that Victoria Road, Wairoa Street and Loch Street do not form part of a bus route. As such, bus routes or timetables will not be impacted as per REMM TC3.

JHLOR's review of bus routes indicates that Livingstone Road forms part of a bus route. The EIS Technical Study – Traffic and Transport Assessment Section 6.7.2 states "Currently bus route 412 crosses the Livingstone Road Overbridge. During the full bridge closure period, the bus route would be redirected along Warren Road and Illawarra Road, over the Illawarra Road Overbridge, across Petersham Road and then join the existing route via Marrickville Road". In accordance with REMM TC3, JHLOR will undertake consultation with the bus company, however bus access is expected to be maintained by the use of manually operated booms. Minimal delays are expected. JHLOR will put in place any additional control measures as agreed with the bus company, including notifications.

Site utes will be used by traffic controllers as part of the full road closure works.

Approximately 5-10 workers will be working on each full road closure.

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

A Temporary Full Road Closure Application has been submitted to Inner West Council (IWC) for Victoria Road and Livingstone Road – noting that IWC refer to this document as a Full Road Closure Application. IWC will assess the application and may issue a Full Road Closure Permit if the proposal and any associated impact is considered acceptable. It is noted that Road Occupancy Licences are not required in this instance as the roads are local roads.

A Temporary Full Road Closure Application has been submitted to City of Canterbury Bankstown Council (CoCB) for Wairoa Street and Loch Street. CoCB will assess the application and may issue a Full Road Closure Permit if the proposal and any associated impact is considered acceptable. It is noted that Road Occupancy Licences are not required in this instance as the roads are local roads.

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

It is noted that ongoing consultation will occur with the Traffic and Transport Liaison Group (TTLG) and the relevant councils. JHLOR acknowledge that additional control measures may need to be applied as per the outcomes of the consultation – or as identified during the works. It is also noted that not all road closures proposed within this document will necessarily be granted by the relevant Council or agreed by TTLG. JHLOR acknowledge that the approval of this document does not override the requirement to gain any other relevant approval and does not exclude the requirement for JHLOR to undertake any further assessments requested by TTLG or the relevant Council.

It is noted that another Full Road Closure is proposed for Albermarle Street, Marrickville. This is captured under the following Consistency Assessment “SMCSWSSJ-JHL-WEC-EM-REC-000037 - PACA - Albermarle St Bridge Full Road Closure”. Any cumulative impacts associated with the Albermarle Street closure will be assessed and agreed with TTLG and the relevant Councils as part of the Permit application.

### 3. Timeframe

The temporary full road closure for Loch St will be in place over the below indicative time-frames;

- July Shutdown – 04/07/2022 – 06/07/2022
- WE07 – 13/08/22 – 14/08/22 – contingency

JHLOR will endeavour to finish the works in as short a time as possible and reopen the roads.

#### 4. Site description

The closure is located within the road reserve. As such there are no Lot and Deposited Plan details. Refer to Appendix A for the work site location

## 5. Site Environmental Characteristics

The environment at Victoria Road, Marrickville can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private residential property. Victoria Road passes under the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the road reserve and rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the road closure consists of residential property.

The Marrickville Archaeological Management Zone is located within the rail corridor to the west of the roadway.

There is no known protected flora or fauna or other “sensitive area” within the vicinity of the Victoria Road works.

The environment at Livingstone Road, Marrickville can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private residential property. Livingstone Road passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the road reserve and rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the road closure consists of residential property.

There is no known protected flora or fauna or other “sensitive area” within the vicinity of the Livingstone Road works.

The environment at Wairoa Street, Canterbury can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private residential property. Wairoa Street passes under the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the road reserve and rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the road closure consists of residential property.

There is no known protected flora or fauna or other “sensitive area” within the vicinity of the Wairoa Street works.

The environment at Loch Street, Campsie can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private residential property. Wairoa Street passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the road reserve and rail corridor. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the road closure consists of residential property.

There is no known protected flora or fauna or other “sensitive area” within the vicinity of the Loch Street works.

## 6. Justification for the proposed works

A full road closure is required to mitigate safety impacts associated with plant required for bridge works. Exclusions zones will need to be set-up around the location of suspended objects, taking into account where they may fall (and bounce) if dropped. Due to limited space and the amount of plant required to operate in close proximity to the bridge, the road must be fully closed to traffic and, in some cases, pedestrians. To mitigate safety risks to road users a full road closure must be in place.

## 7. Environmental Benefit

Implementing the full road closure will mitigate safety risks to pedestrians, road users and construction workers.

## 8. Control Measures

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. 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 approved project	No additional control measures required.	Y	Y	
Water	No change from the approved project	No additional control measures required.	Y	Y	
Air quality	No change from the approved project	No additional control measures required.	Y	Y	
Noise and vibration	Additional traffic noise on some roads due to the addition of detoured traffic. These impacts are expected to be temporary and minor and will be managed in accordance with the CTMP, CEMP and associated sub-plans. Any road closures outside of construction hours will be assessed as part of the Out-of-Hours Works Applications. Changes are consistent with the approved project.	No additional control measures required.	Y	Y	
Aboriginal heritage	No change from the approved project	No additional control measures required.	Y	Y	
Non-Aboriginal heritage	No change from the approved project It is noted that the Victoria Road is adjacent to the Marrickville Station Archaeological Management Zone (AMZ). Implementing the full road closure will not impact the AMZ in any way.	No additional control 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	Rerouting of traffic and pedestrians during road closures may cause temporary disruption to community members and stakeholders, particularly those that live adjacent to the works. Appropriate signage and notification will be in place as per the Overarching Community Consultation Strategy. This will include a high level description of road closures within the monthly notification and a specific notification to be distributed within the vicinity of the diversions that will detail the road closures. Property access will be maintained. Refer to the Traffic aspect for further details.	No additional control measures required unless directed by TTLG or the relevant Council as part of ongoing consultation.	Y	Y	

Traffic	<p>The Victoria Road, Livingstone Road, Wairoa Street and Loch Street road bridges will be subject to temporary road closure over the period specified in Section 3. Apart from the areas indicated in Appendix A the remaining parts of the road will remain open.</p> <p>Road traffic would be rerouted from roads under a full road closure. Pedestrians and cyclists access will be maintained.</p> <p>Works will be restricted to the road reserve and access to private property will be maintained as part of the works.</p> <p>This may result in disruption to the usual routes taken by some motorists (including emergency services) and cyclists.</p> <p>Buses passing on Livingstone Road will be maintained, with only minor delays expected due to the use of manually operated boom gates.</p> <p>Works will only occur if a Temporary Full Road Closure Application (TFRCA) is submitted to and approved by the appropriate Local Government Authority – Inner West Council or City of Canterbury Bankstown Council in this case.</p> <p>This application assessed the potential impacts of the temporary full road closure. To apply for the closures site specific Traffic Management Plans (TMPs) and Traffic Control Plans (TCPs) have been developed and submitted to the approving authorities. TMPs and TCPs specify the roads to be closed, the duration of the closure, the traffic detour routes and the methods used to close the road. The TMPs, produced by traffic consultants Bitzios, found that diversions through the Marrickville area are unlikely to have a cumulative impact on traffic due to the local nature of the majority of traffic and as the Illawarra Road and Wardell Road intersection is Sydney Coordinated Adaptive Traffic System (SCATS)-enabled. This will allow the extra time to</p>	<p>A Full Road Closure Permit must be obtained from the relevant Council prior to any full road closure works – any requirements of this permit must be implemented.</p> <p>Develop and implement Traffic Control Plans, including appropriate signage and traffic controllers as required.</p> <p>Implement the detours as included in Appendix C</p> <p>Traffic Controllers undertaking the road closure are to park within the road closure area where possible to mitigate parking impacts on local streets.</p> <p>Manually operated booms at Livingstone Road to allow buses to pass.</p> <p>Implement any additional mitigation measures as agreed with TCG/TTLG.</p>	Y	Y	
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	<p>be allocated at each phase of the traffic lights, where required, minimising delays. There are no other known road closures in the vicinity of Loch Street, as such there are no cumulative impacts.</p> <p>Site specific TMPs include;</p> <p>When assessing TFRCA the approving authority will assess the impacts on road users, including the impact the temporary road closure may have on the sounding road network. The traffic impacts will be considered against the need for the TFRCA. If the impacts of the temporary full road closure are too great the approving authority may not grant the TFRCA. In this instance the temporary full road closure cannot be established.</p> <p>The TFCRA process will also consider:</p> <ul style="list-style-type: none"> <li>• Potential impacts to emergency services</li> <li>• Safety of the road users, pedestrians and construction staff</li> <li>• Community notification</li> </ul> <p>Potential traffic impacts will be managed in accordance with the Construction Traffic Management Plan (CTMP) and any measures for each site identified within the site specific TMPs. Potential traffic impacts associated with the proposal (and managed in accordance with the CTMP) are considered to be consistent with the extent of potential traffic impacts assessed in the EIS and SPIR. The CTMP provides for the safe, efficient and effective movement of vehicular, cyclist and pedestrian traffic to keep disruption to traffic on the road network to a minimum. It also provides for the protection of workers from passing and site traffic</p> <p>Overall, the temporary impacts from the road closures can be managed in accordance with the CTMP, and process for obtaining a Full Road</p>				
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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
	Closure Permit. Overall, the potential impact is consistent with the Approved Project.				
Waste	No change from the approved project	No additional control measures required.	Y	Y	
Social	No change from the approved project	No additional control measures required.	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. Changes are consistent with the approved project	No additional control measures required.	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. Any visual impacts will be temporary. Changes are consistent with the approved project	No additional control measures required.	Y	Y	
Urban design	No change from the approved project	No additional control measures required.	Y	Y	
Geotechnical	No change from the approved project	No additional control measures required.	Y	Y	
Land use	No change from the approved project	No additional control measures required.	Y	Y	
Climate Change	No change from the approved project	No additional control 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
Risk	No change from the approved project	No additional control measures required.	Y	Y	

## 10. 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 changes from the approved project.	N/A	Y	Y	
Water	No changes from the approved project.	N/A	Y	Y	
Air quality	No changes from the approved project.	N/A	Y	Y	
Noise and vibration	No changes from the approved project.	N/A	Y	Y	
Indigenous heritage	No changes from the approved project.	N/A	Y	Y	
Non-indigenous heritage	No changes from the approved project.	N/A	Y	Y	
Community and stakeholder	No changes from the approved project.	N/A	Y	Y	
Traffic	No changes from the approved project.	N/A	Y	Y	
Waste	No changes from the approved project.	N/A	Y	Y	
Social	No changes from the approved project.	N/A	Y	Y	
Economic	No changes from the approved project.	N/A	Y	Y	
Visual	No changes from the approved project.	N/A	Y	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
Urban design	No changes from the approved project.	N/A	Y	Y	
Geotechnical	No changes from the approved project.	N/A	Y	Y	
Land use	No changes from the approved project.	N/A	Y	Y	
Climate Change	No changes from the approved project.	N/A	Y	Y	
Risk	No changes from the approved project.	N/A	Y	Y	
Other	No changes from the approved project.	N/A	Y	Y	
Management and mitigation measures	No changes from the approved project.	N/A	Y	Y	

## 11. 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.	

## 12. Other Environmental Approvals

Identify all other approvals required for the project:

Temporary Full Road Closure Application to be approved by Inner West Council (Victoria Road and Livingstone Road) and City of Canterbury Bankstown Council (Wairoa Street and Loch Street)

## 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:	Daniel Keegan	Signature:	
Title:	Environment Manager		
Company:	JHLOR	Date:	27/06/2022

This section is for Sydney Metro only.

### Application supported and submitted by

Name:	Yvette Buchli	Date:	30/06/2022
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.

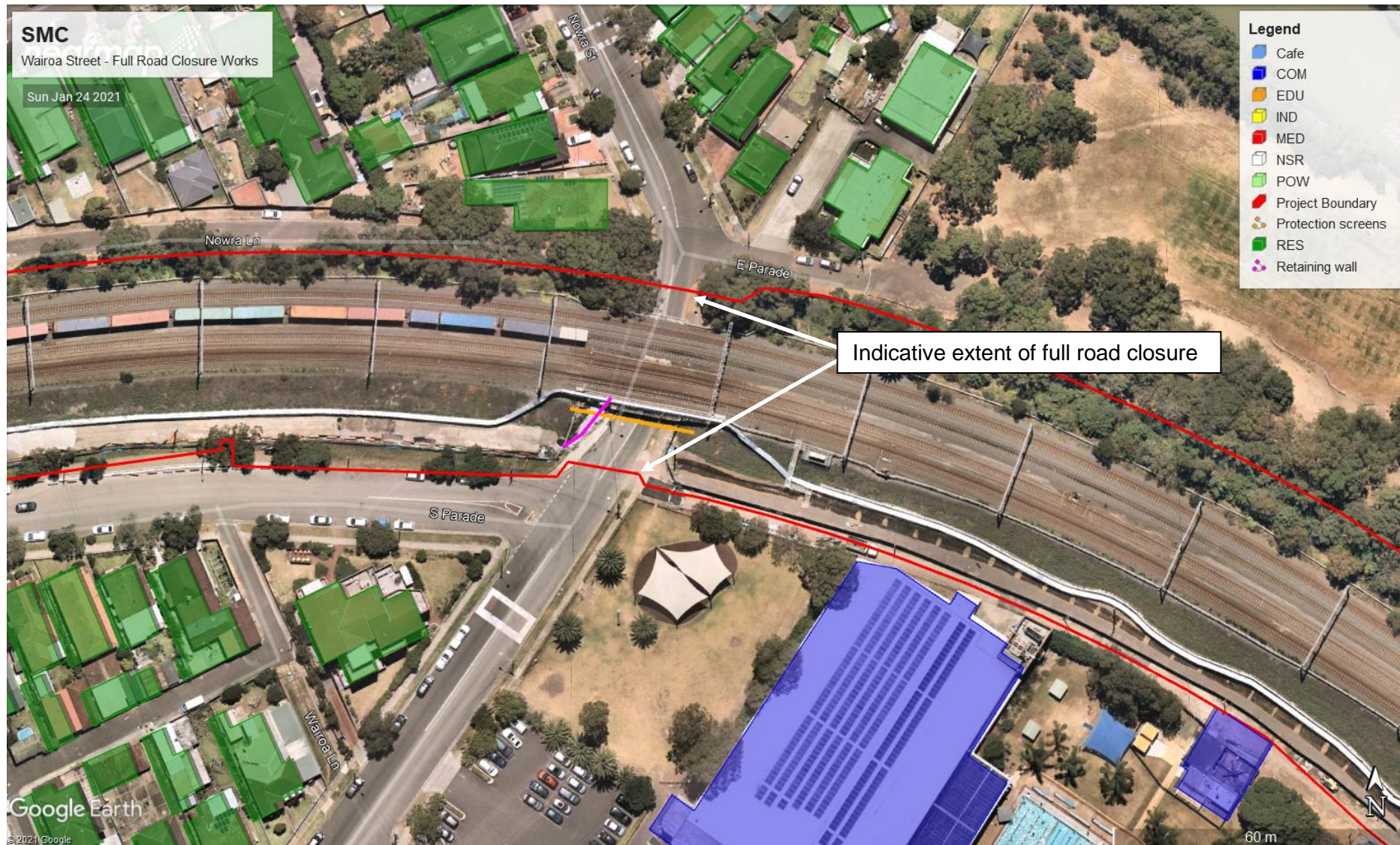
### Endorsed by

Name:	Fil Cerone	Date:	30 June 2022
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

## Appendix A – Site Location



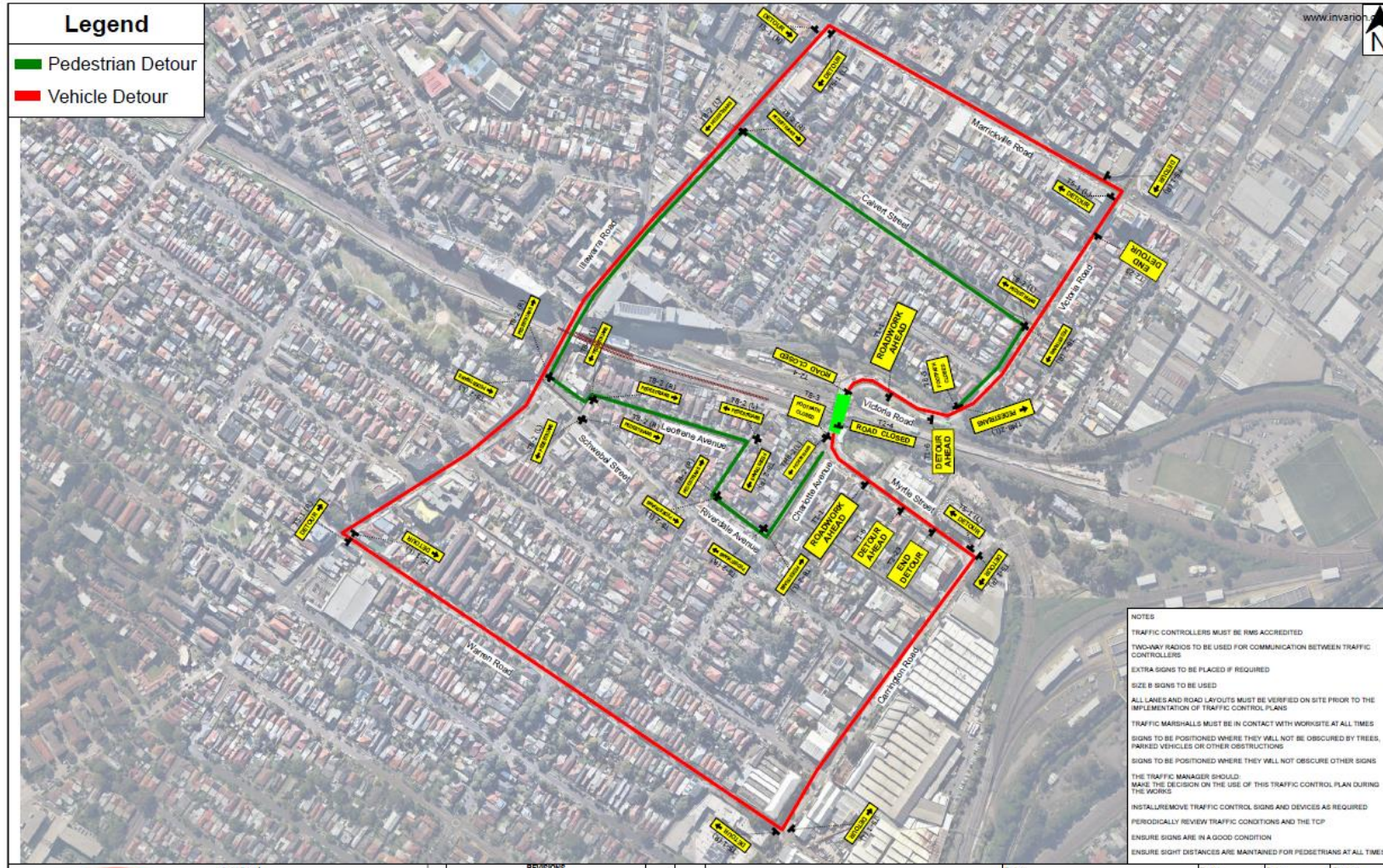




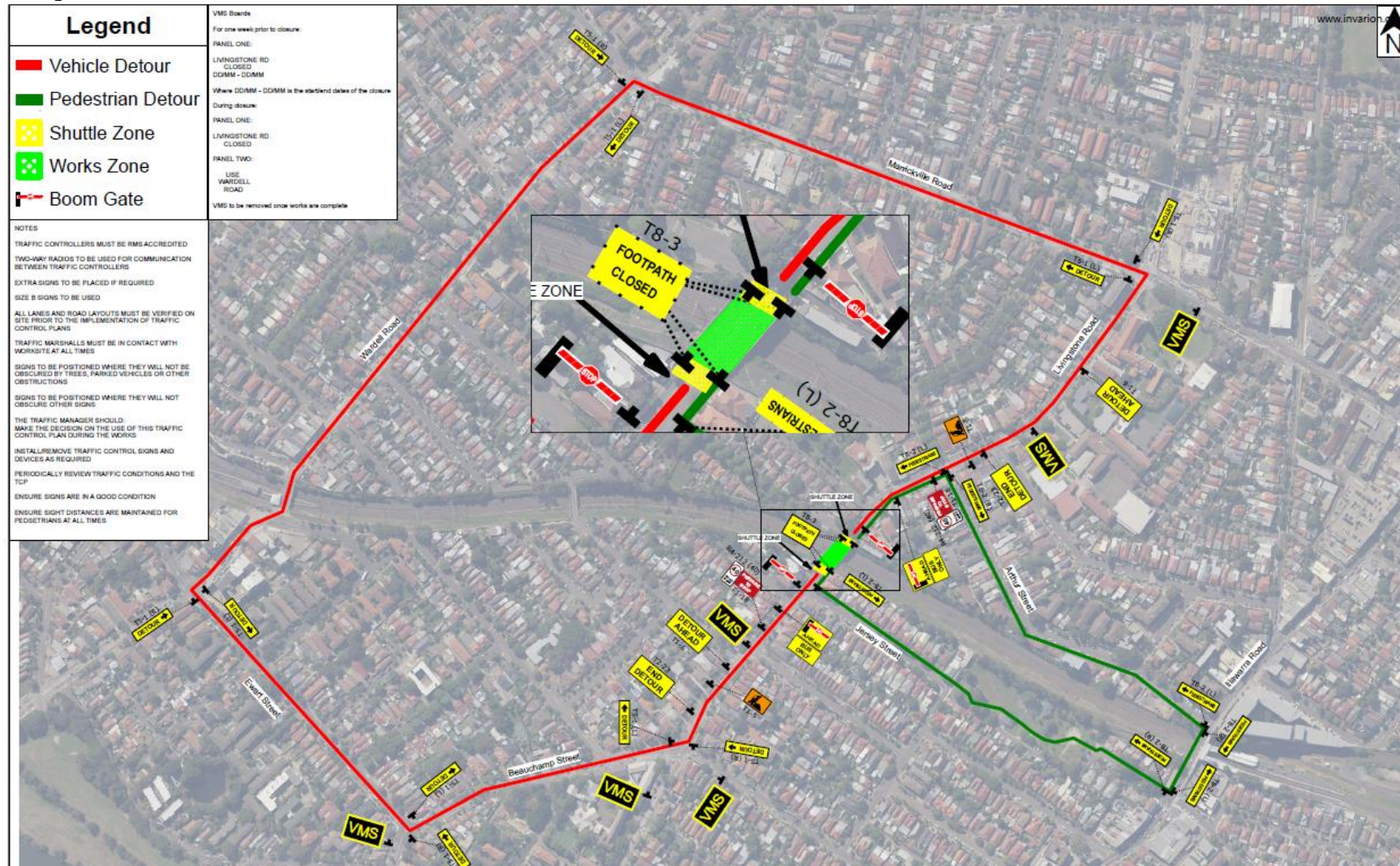


## Appendix B - Detour

## Victoria Road



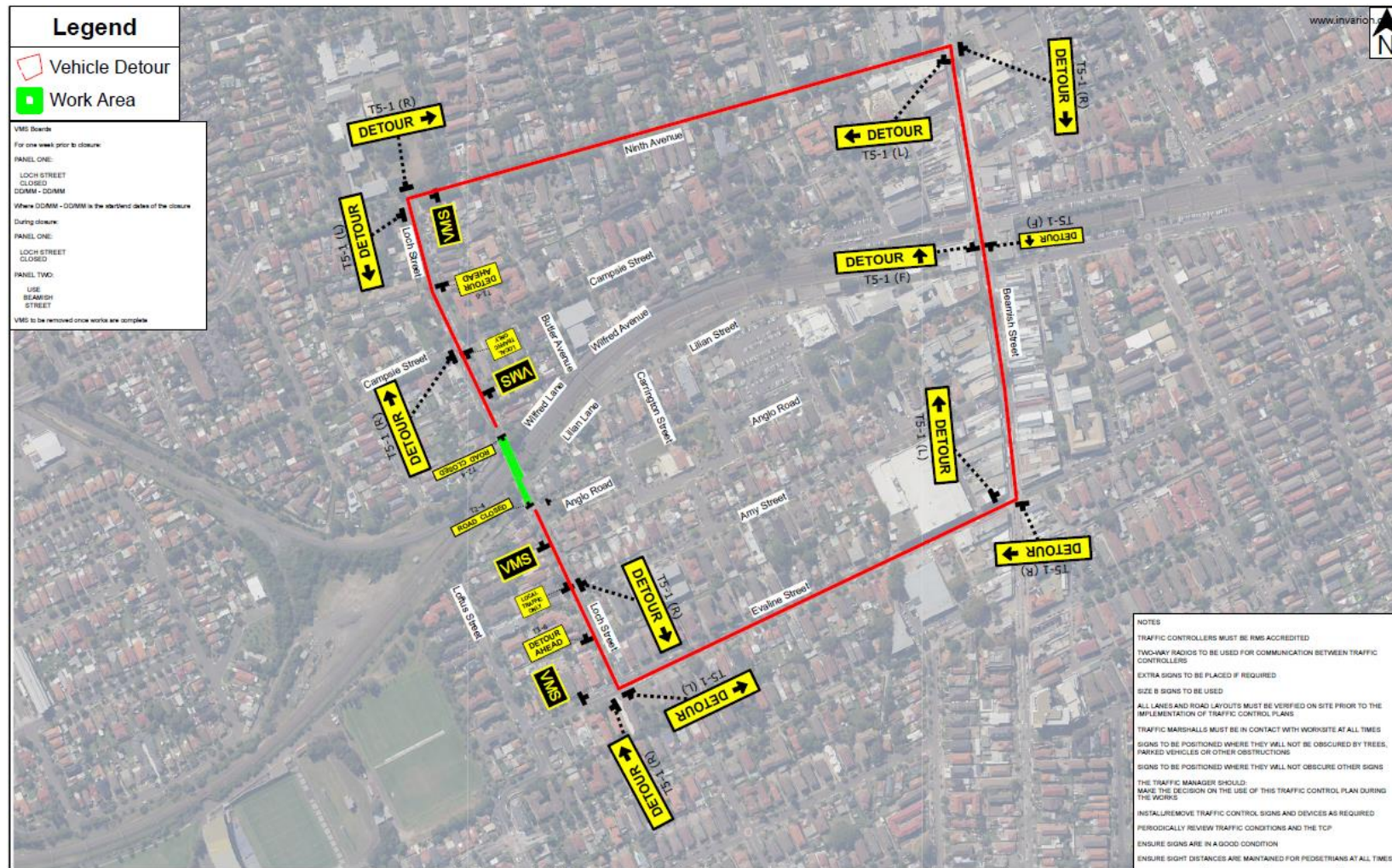
Livingstone Road



## Wairoa Street



Loch Street



## Appendix C – Stakeholder Consultation