



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Fraser Park Haul Road
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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 - Chatswood to Sydenham (SSI 15_7400)

Mod 1 - Victoria Cross Station and Artarmon Substation - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 2 - Central Walk - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 3 - Martin Place Metro Station - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 4 - Sydenham Station and Metro Facility South - Sydney Metro City & Southwest - Chatswood to Sydenham

Date of determination:

EIS Approval Date – 09/01/2017

Modification 1 - 18/10/2017

Modification 2 – 21/12/2017

Modification 3 – 22/3/2018

Modification 4 – 13/12/2017

Type of planning approval:

Part 5.1 - Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

The Sydenham Station and Junction Works (assessed in Mod 4) includes the following:

- Demolition and reconstruction of platforms 1 and 2 for metro rail operations and a new aerial concourse connecting to new station entries at Railway Parade and Burrows Avenue. Upgrades to transport interchange facilities and provision for active transport would be delivered as part of the station works
- Track and rail system facilities – reconfiguration of existing track and rail systems to segregate the T3 Bankstown Line and the Goods Line, installation of metro tracks and rail systems including crossover and turnback facilities
- Adjustments to the Sydenham Pit and Drainage Pumping Station – including a new aqueduct over the pit, new pumping station and new maintenance access ramp
- Ancillary infrastructure and works – including fencing, maintenance access, utilities works, drainage, noise barriers, road and transport network works, bridge works, and temporary facilities to support construction.

Chapter 7 of the modification report describes the various construction activities, including:

- Installation of site environment management and traffic controls
- Establishment of construction sites

Construction sites would be required to support construction activities and other associated works for the proposed modification. It is assumed that construction activities would occur along the length of the rail corridor within the proposed modification area.

Additional construction sites would be required within the rail corridor to support the works at Sydenham Station. The Sydney Metro Trains Facility South would also be a construction site. Construction areas would be generally accessed via existing corridor gates along the rail corridor. In some locations new gates would also be installed.

Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

Sydenham Station and Sydney Metro Trains Facility South Modification Report (June 2017)

Sydenham Station and Sydney Metro Trains Facility South Modification Submissions Report (October 2017)

Conditions of Approval (13/12/17)

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS/PIR/modification report, submissions 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.

A haul road is required to be constructed to enable access to the portion of land adjacent to the rail corridor and the Sydney Trains signalling centre to carry out utility relocation and adjustment works and investigation works. At present there is no direct access to this part of the corridor for plant and vehicles. The haul road would also be used to provide access to the rail corridor for associated track and retaining wall construction works. A new gate to access the rail corridor would also be constructed.

As part of these works, an existing buried Transgrid cable which runs along the alignment of the haul road will also be protected to avoid any potential impacts. This would be completed under the supervision of a Transgrid spotter.

The construction of the haul road will involve the following:

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- Sediment and Erosion controls will be set up
- An excavator, approx. 13t or equivalent, will strip and remove the topsoil from proposed access road and will be stockpiled in a designated area using a small truck. On site reuse options will be investigated.
- Approximately 450mm of fill material will be excavated and transported to stockpile nearby within the rail corridor or adjacent to the excavation (if space is available) by a small truck for future classification
- Approximately 200mm thick layer of 20:1 cement stabilised sand will be placed to create the layer of the protection slab over the cable. This will be delivered to site via a concrete mixer truck
- DGB20 will be placed above the cable and in other portions of the road cut
- A bitumen asphalt layer will then be placed using a road paving machine and asphalt delivered via road trucks
- Once the road paver has placed the asphalt there will be a multi wheeled roller and smooth drum roller carrying out the necessary compaction to the asphalt
- Construction of gate into the rail corridor

Works are expected to be undertaken during stand working hours. It would take approximately 1 month to complete the construction of the haul road. There would be no change to existing project staffing levels.

3.0 Timeframe

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

May 2018 till the finalisation of construction works (estimated to be late 2021)

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.

Works would be carried out on land owned by the Portuguese Club (Lot 1 of DP805700) - see Appendix B. JHLOR have entered into a lease agreement to utilise the land required to construct the haul road. See Appendix C.

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 haul road would be constructed on a currently grassed area within Fraser Park. Fraser Park is located in a large pocket of flat land between the Goods Line and the Sydenham Maintenance Centre. The park includes a synthetic football field, grandstand and club house building, three smaller soccer pitches, perimeter road (alongside the rail corridor) and three car parks. Tillman Park is located on Unwins Bridge Road, adjacent to the T4 Illawarra Line and Goods Line, immediately south of the Pratt truss bridge. The park includes a central playground with park equipment, pathways, seating and amenities set amid mature trees and grassy mounds. North of the playground, the park opens up into a large lawn area used for informal recreation and community events. The rail corridor is well screened by a wide strip of mature trees, shrubs and native grasses along the northern boundary of the park.

An open drain exists immediately to the south which channels water into the Cooks River, predominately during rainfall events. No heritage items or areas of archaeological potential were identified in the planning modification report. The draft Construction Heritage Management Plan has identified the potential for indigenous archaeological items within Fraser Park. It was noted that the closest recorded site was a Potential Archaeological Deposit (PAD) in Fraser Park. Further investigation of this PAD by Susan McIntyre-Tamwoy in 2003 revealed that it was likely a naturally-occurring (i.e., not cultural) shell bed formed by fluvial processes, which had been partially destroyed through the installation of new underground electricity cables in 2009. A Transgrid Cable was constructed in 2003 directly beneath the alignment of the proposed haul road which would have heavily disturbed the 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.

The haul road is needed in order to access the southern portion of the Sydney Trains Sydenham Signalling Compound (which would be fenced off and isolated from the remaining portion of the signalling compound) in order to carry out geotechnical investigation works and utility relocation and adjustment works. It would also provide a direct access to the rail corridor for plant and equipment to assist in completing these works and other works within the cess area which currently cannot be accessed outside of rail possessions.

Access through the Sydney Trains Signalling Site is not a feasible alternative as it is a high security facility and access is heavily restricted. As a result, the haul road is required to avoid traversing through this facility.

7.0 Environmental Benefit

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

- The haul road would enable access to the rail corridor without requiring track possessions and therefore impacting train movements
- The haul road is in an area with no residential receivers nearby and would provide an alternative access to the corridor that may be used in preference to other access points in residential areas during possession works

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 a minor works approvals which will incorporate an Environmental Control Map (ECM).

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. Works are temporary in nature and the haul road would be removed at the end of construction works.

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 vegetation or trees will be removed or impacted during the works.	No change from EIS and Modification No.4	Y	Y	
Water	Works may have potential to cause sediment entering adjacent waterway during construction The completed road will be asphalted to prevent any sedimentation	Implementation of mitigation measures as per the minor works approval Preparation of ESCP The haul road will be asphalted to prevent sediment runoff	Y	Y	
Air quality	Potential for dust to be generated during excavation works and placement of roadbase The completed road will be asphalted to prevent any dust generation.	The haul road will be asphalted to prevent dust generation during use Implementation of mitigation measures as per the minor works approval	Y	Y	
Noise vibration	Minimal impacts. Works will be consistent with already approved activities. There are no residential receivers adjacent or nearby to the work area. Construction of the haul road is expected to be undertaken during normal working hours.	Implementation of mitigation measures as per the minor works approval Any works outside of normal hours will be subject to an out of hours work approval.	Y	Y	
Indigenous heritage	As noted in Section 5 the draft Construction Heritage Management Plan identified the potential for indigenous archaeological items in Fraser Park. It also noted that the area was partially	Implementation of mitigation measures as per the minor works approval	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
	<p>destroyed through the installation of new underground electricity cables in 2009.</p> <p>The haul road would be constructed along the alignment and on the top of an existing Transgrid electricity cable. The area was previously heavily disturbed to construct this cable so the potential for encountering any items is low. The excavation will be to a 500mm depth generally within the backfill material of the existing cable.</p>	<p>Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure</p>			
Non-indigenous heritage	<p>No non-indigenous heritage items are present within the area and there is low potential for any archaeological relics to be encountered.</p>	<p>Implementation of mitigation measures as per the minor works approval</p> <p>Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure</p>	Y	Y	
Community and stakeholder	<p>Impacts on the community and stakeholders have been assessed as minor as the haul road will not take away playing fields during this proposed work. Additionally a mesh screen will be erected on the boundary of the impacted area prior to the works being undertaken to mitigate any visual impact.</p> <p>Users of Fraser Park may impacted by noise associated with vehicle movements.</p> <p>Agreement to utilise land has been agreed with the Portuguese Club.</p>	<p>Ongoing consultation and notification as per the Community Communications Strategy</p>	Y	Y	
Traffic	<p>There will be additional vehicle movements through this portion of Fraser Park, however no change in overall vehicle movements through Fraser Park.</p>	<p>Implementation of mitigation measures as per the minor works approval</p>	Y	Y	

(Uncontrolled when printed)

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
	<p>Approximately 3 parking spaces would be lost at the entrance to the haul road.</p> <p>Fraser Park itself was nominated in the modification report as an access point to the rail corridor.</p> <p>Vehicle movements are expected to be minimal and consistent with already approved activities</p>				
Waste	Excavation works would generate a minor increase in spoil generated	<p>All waste generated will be classified and disposed of in accordance with the NSW EPA Waste Guidelines</p> <p>Implementation of mitigation measures as per the minor works approval</p>	Y	Y	
Social	No change from the EIS and Modification	No change from the EIS and Modification	Y	Y	
Economic	No change from the EIS and Modification	No change from the EIS and Modification	Y	Y	
Visual	There will be minor visual impacts associated with construction of the haul road. These will be temporary, and disturbed areas will be restored to pre-existing conditions at the end of construction works.	Implementation of mitigation measures as per the minor works approval	Y	Y	
Urban design	No change from the EIS and Modification	No change from the EIS and Modification	Y	Y	
Geotechnical	Excavated spoil is expected to be minimal.	Implementation of mitigation measures as per the minor works approval	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
Land use	The haul road would be constructed on land used for recreation purposes. At the end of construction works this would be rehabilitated back to its original state.	No change from the EIS and Modification	Y	Y	
Climate Change	No change from the EIS and Modification	No change from the EIS and Modification	Y	Y	
Risk	No change from the EIS and Modification	No change from the EIS and Modification	Y	Y	
Other	No change from the EIS and Modification	No change from the EIS and Modification	Y	Y	
Management and mitigation measures	No change from the EIS and Modification	No change from the EIS and Modification	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 Modification	N/A		Y	
Water	No change from the EIS and Modification	N/A		Y	
Air quality	No change from the EIS and Modification	N/A		Y	
Noise vibration	No change from the EIS and Modification	N/A		Y	
Indigenous heritage	No change from the EIS and Modification	N/A		Y	
Non-indigenous heritage	No change from the EIS and Modification	N/A		Y	
Community and stakeholder	No change from the EIS and Modification	N/A		Y	
Traffic	No change from the EIS and Modification	N/A		Y	
Waste	No change from the EIS and Modification	N/A		Y	
Social	No change from the EIS and Modification	N/A		Y	
Economic	No change from the EIS and Modification	N/A		Y	



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



12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No new environmental risks are outstanding. All risks would be adequately addressed through the application of the mitigation measures in the above tables</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13.0 Other Environmental Approvals

Identify all other approvals required for the project:

Minor works approval endorsed by the ER.

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:	
Title:	Environment Manager	Date:	10/5/2018
Company:	JHLOR		

Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Annabelle Tungol Reyes	Signature:	
Title:	Environmental Representative	Date:	10 May 2018

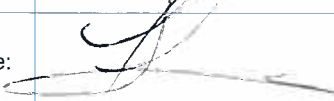
This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Yvette Buchli	Date:	10/05/18
Title:	Planning 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.



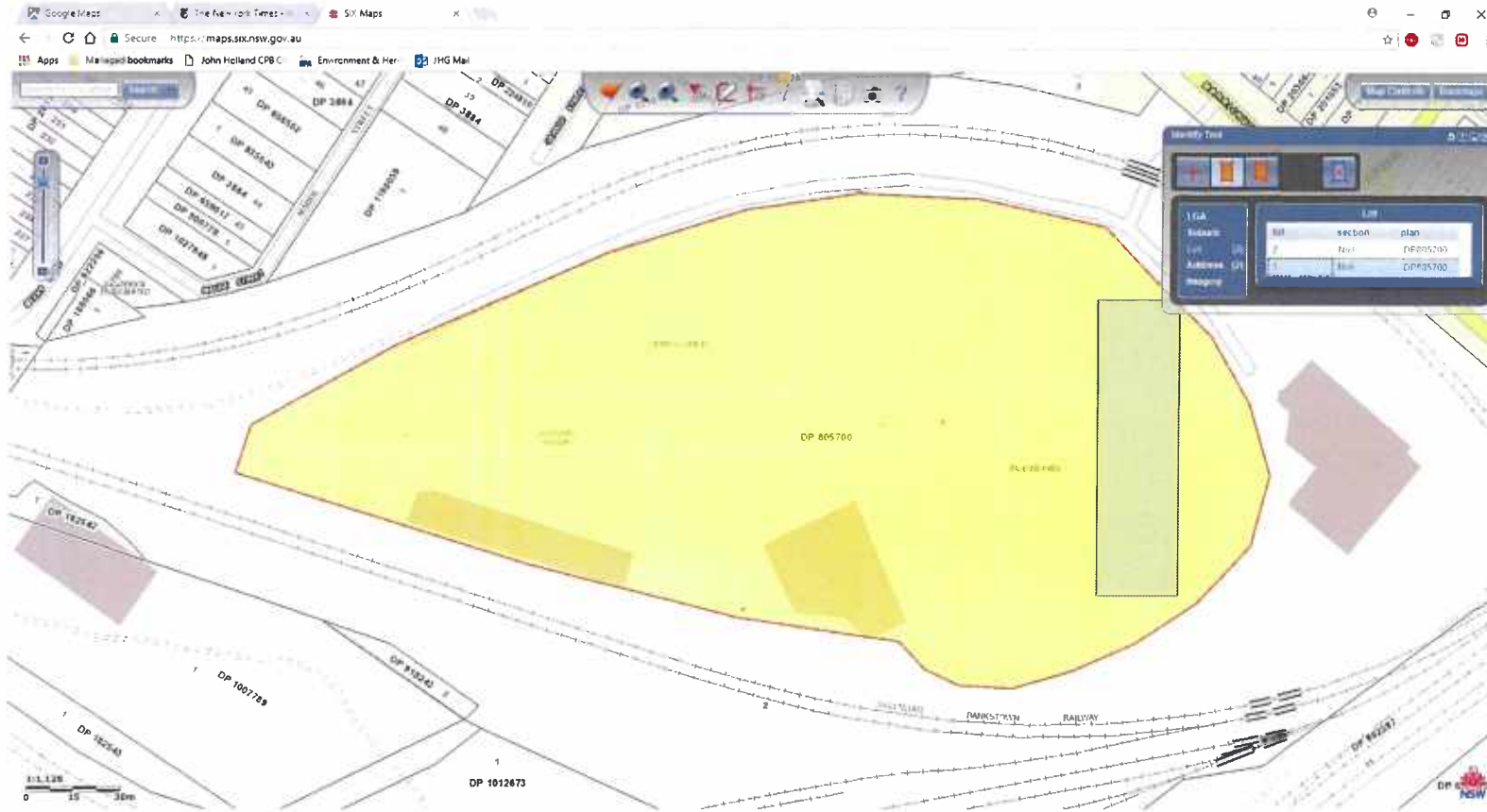
Endorsed by			
Name:	<i>FIL CERONE</i>	Date:	<i>14 MAY 2018</i>
Title:	Principal Manager Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	<i>—</i>
Signature:			

Appendix A – Haul Road Plan





Appendix B – Lot Details



Appendix C – Lease Agreement

TBA