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Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	St Peters Laydown Area
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Prepared for:	Sydney Metro
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Table of Contents

1.0 Existing Approved Project	3
2.0 Description of proposed development/activity/works	4
3.0 Timeframe	5
4.0 Site description	5
5.0 Site Environmental Characteristics	5
6.0 Justification for the proposed works	6
7.0 Environmental Benefit	6
8.0 Control Measures	6
9.0 Climate Change Impacts	6
10.0 Impact Assessment – Construction	7
11.0 Impact Assessment – Operation	10
12.0 Consistency with the Approved Project	12
13.0 Other Environmental Approvals	13
Author certification	14
Environmental Representative Review	14
Appendix A – Site Location	16
Appendix B – Land Details	17



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

Mod 5 - Blues Point Acoustic Shed - Sydney Metro City & Southwest - Chatswood to Sydenham

Mod 6 - Administrative Changes - Modification to 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

Modification 5 – 2/11/2018

Modification 6 – 21/2/2019

Type of planning approval:

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/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.

This Planning Approval Consistency Assessment (PACA) relates to the establishment of a laydown area within the existing rail corridor, but outside of the current modification boundary. This PACA aims to include the laydown site within the Sydenham Metro Upgrade (SMU) works.

The area is located to the east of St Peters Station, adjacent to the Princes Highway overbridge and Concord St (refer to Appendix A for location).

The laydown would be used as a contingency overflow area for plant, equipment and materials during the Christmas shutdown in 2019. The rail corridor has limited space and all available laydown areas will be heavily utilised.

The proposed laydown area is an already established laydown area that has been in use by Sydney Trains.
Access would be via the rail corridor only. The exception would be for light vehicles which would access through the existing gate off Concord St, St Peters.
No bulk quantities of dangerous or hazardous goods would be stored.
There would be no additional staffing required.
The works would be undertaken during both standard and out of hours in accordance with the Laing O'Rourke (LOR) Environment Protection Licence (EPL) - (EPL 21147).
An Out of Hours Work (OOHW) application will be prepared before any works commence.

3.0 Timeframe

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

The proposed laydown area would predominantly be used for the Christmas shutdown from the 24/12/19 to the 6/1/20. Some preparatory works may occur in the weeks prior, and demobilisation and clean up works in the weeks after if required.

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 site is within the rail corridor on land owned by Sydney Trains – See Attachment B. Sydney Trains have provided no objection to the use of the land.

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 laydown area is situated adjacent to the T3 and T4 rail lines. It is an already established laydown area surround by vegetation consisting primarily of planted street trees. There are no known listed fauna or flora species in the area (confirmed by email from Sydney Trains). The area is predominantly flat with no adjacent waterways or drainage infrastructure. Single dwelling residential properties exist to the north. To the west, there are a number of high rise residential properties and a large electricity substation.

Three non-indigenous heritage items are located nearby:

- The Former Bedford Brickworks Group (Sydney LEP 2012 – I27) approximately 80m away on Sydney Park Road.
- Conservation Areas (Sydney LEP 2012 – C47 and C23) approximately 10m away on Concord St.
- Former St Peter's Theatre Façade (Sydney LEP 2012 – I614) approximately 20m away on King St.

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.

Due to the lack of space and constrained work areas, an overflow area is required in the event that the work sites become congested. There are currently no feasible alternatives. If this area was not available and there is an issue with congestion, there is a risk that the works may be delayed and risk the handback of the rail line to Sydney Trains.

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 Environmental Management Plan (CEMP) and sub-plans.

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 minor in nature and would be used only during the construction phase of 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 change from the EIS and Modification Report. There will be no trimming or removal of vegetation as part of these works.	No change from the EIS and Modification Report	Y	Y	—
Soil and Water	Minimal runoff from hardstand area. Only plant and equipment would be stored. No change from the EIS and Modification Report.	No change from the EIS and Modification Report.	Y	Y	—
Air quality	Existing ground cover will result in minimal potential to generate any dust. No spoil will be stockpiled and there will be no truck movements. No change from the EIS and Modification Report.	No change from the EIS and Modification Report	Y	Y	—
Noise vibration	Minimal impacts. Works will be consistent with already approved activities and are adjacent to the freight line and rail corridor where there are existing noise impacts. The controls within the Construction Noise and Vibration Management Plan (CNVMP)	Implementation of control measures as per the CEMP, CNVMP and ECM Any works outside of normal hours will be subject to an out of hours work 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
Indigenous heritage	There are no registered Aboriginal Heritage items in proximity to the works and no excavation works or ground disturbance would occur for the laydown. No change from the EIS and Modification Report	Unexpected Finds would be managed as per the Sydney Metro Unexpected Heritage Finds Procedure	Y	Y	—
Non-indigenous heritage	Three non-indigenous heritage items are located nearby: <ul style="list-style-type: none"> The Former Bedford Brickworks Group (Sydney LEP 2012 – I27) approximately 80m away on Sydney Park Road. Conservation Areas (Sydney LEP 2012 – C47 and C23) approximately 10m away on Concord St. Former St Peter's Theatre Façade (Sydney LEP 2012 – I614) approximately 20m away on King St. These are not expected to be impacted as they are outside of the work area and there would be minimal vibratory works occurring.	The Sydney Metro Unexpected Finds Procedure would be implemented in the unlikely event of an unexpected find during these works.	Y	Y	—
Community and stakeholder	There would be minimal impacts on the community.	Ongoing consultation and notification as per the Community Communications Strategy (CCS)	Y	Y	—
Traffic	Minimal impacts. All deliveries and movements would be via the rail corridor. Light vehicles may enter via the existing gate.	Implementation of control measures as per the CEMP, CTMP and ECM	Y	Y	—
Waste	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Social	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—

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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
Economic	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Visual	No change from the EIS and Modification Report	No change from the EIS and Modification	Y	Y	—
Urban design	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Geotechnical	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Land use	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Climate Change	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Risk	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Other	No change from the EIS and Modification Report	No change from the EIS and Modification Report	Y	Y	—
Management and mitigation measures	No change from the EIS and Modification Report	No change from the EIS and Modification Report	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	N/A	N/A		Y	-
Soil and Water	N/A	N/A		Y	-
Air quality	N/A	N/A		Y	-
Noise vibration	N/A	N/A		Y	-
Indigenous heritage	N/A	N/A		Y	-
Non-indigenous heritage	N/A	N/A		Y	-
Community and stakeholder	N/A	N/A		Y	-
Traffic	N/A	N/A		Y	-
Waste	N/A	N/A		Y	-
Social	N/A	N/A		Y	-
Economic	N/A	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	N/A	N/A		Y	-
Urban design	N/A	N/A		Y	-
Geotechnical	N/A	N/A		Y	-
Land use	N/A	N/A		Y	-
Climate Change	N/A	N/A		Y	-
Risk	N/A	N/A		Y	-
Other	N/A	N/A		Y	-
Management and mitigation measures	N/A	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 is 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:

- No other approvals outstanding.



Author certification

To be completed by person preparing checklist.

<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <ul style="list-style-type: none"> 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		
Company:	JHLOR	Date:	3/12/2019

Environmental Representative Review

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

<p>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.</p>			
Name:	Jo Heltborg	Signature:	
Title:	Environmental Representative		
		Date:	11.12.2019

This section is for Sydney Metro only.

<p>Application supported and submitted by</p>			
Name:	Yvette Buchli	Date:	12/12/19
Title:	Environmental 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.

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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 GERONE DIRECTOR	Date:	17/12/19
Title:	Principal Manager Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	-
Signature:			

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Appendix A – Site Location



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Appendix B – Land Details



