### Planning Approval Consistency Assessment Form

#### SM ES-FT-414

**Sydney Metro Integrated Management System (IMS)**

<table>
<thead>
<tr>
<th><strong>Assessment Name:</strong></th>
<th>Garnet, Foord, Charles Wairoa Full Road Closures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prepared by:</strong></td>
<td>Daniel Keegan (JHLOR)</td>
</tr>
<tr>
<td><strong>Prepared for:</strong></td>
<td>Sydney Metro</td>
</tr>
<tr>
<td><strong>Assessment number:</strong></td>
<td>SWM05 SMCSWSSJ-JHL-WEC-EM-REC-000018</td>
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<tr>
<td><strong>Status:</strong></td>
<td>Final</td>
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<tr>
<td><strong>Version:</strong></td>
<td>01</td>
</tr>
<tr>
<td><strong>Planning approval:</strong></td>
<td>SSI 8256 (C&amp;SW)</td>
</tr>
<tr>
<td><strong>Date required:</strong></td>
<td>15/12/2019</td>
</tr>
<tr>
<td><strong>iCentral number:</strong></td>
<td>SM-19-00193914</td>
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**Form information – do not alter:**

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<thead>
<tr>
<th><strong>Form number</strong></th>
<th>SM ES-FT-414</th>
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</thead>
<tbody>
<tr>
<td><strong>Applicable to:</strong></td>
<td>Sydney Metro</td>
</tr>
<tr>
<td><strong>Document Owner:</strong></td>
<td>Principal Manager, Sustainability, Environment &amp; Planning</td>
</tr>
<tr>
<td><strong>System Owner:</strong></td>
<td>Executive Director, Safety, Sustainability &amp; Environment</td>
</tr>
<tr>
<td><strong>Status:</strong></td>
<td>Final</td>
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<tr>
<td><strong>Version:</strong></td>
<td>2.0</td>
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<tr>
<td><strong>Date of issue:</strong></td>
<td>14 July 2017</td>
</tr>
<tr>
<td><strong>Review date:</strong></td>
<td>14 July 2018</td>
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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

<table>
<thead>
<tr>
<th>Planning approval reference details (Application/Document No. (including modifications))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sydney Metro City &amp; Southwest - Sydenham to Bankstown (SSI 8256)</td>
</tr>
</tbody>
</table>

**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 Garnet Street and Foord Avenue, Hurlstone Park and Charles Street and Wairoa Street, Canterbury for the installation of Combined Service Route (CSR). Garnet Street is located on the border of the Inner West Council (IWC) Local Government Area (LGA) and the City of Canterbury Bankstown (CoCB) LGA. Foord Avenue, Charles Street and Wairoa Street are located within the City of Canterbury Bankstown LGA.

At Garnet Street, 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
At Foord Avenue, the CSR will be installed via a GST Bridging Structure, located adjacent to the Foord Ave Underbridge. The structure will be comprised of footings on either side of the bridge, with piers and a cross beam to clear the road. Galvanised Steel Trough (GST) will be attached to the cross beam and attached to the bridge.

At Charles Street, the CSR will be affixed to the Cooks River Underbridge bridge deck. GST spans will be lifted into place above the roadway and attached to brackets that have been affixed to the bridge deck.

At Wairoa Street, the CSR will be installed via a GST Bridging Structure, located adjacent to the Wairoa Street Underbridge. The structure will be comprised of footings on either side of the bridge, with piers and a cross beam to clear the road. Galvanised Steel Trough (GST) will be attached to the cross beam and attached to the bridge.

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 adjacent to the Charles St works 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 proposed full road closures 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 Garnet 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 will gain approval from City of Canterbury Bankstown (CoCB) for the full road closure of Garnet Street, Foord Avenue, Charles Street and Wairoa Street, under a full road closure permit. A presentation has been made to CoCB to support the Full Road Closure Permit. Refer to Attachment 1.

JHLOR have reviewed local bus routes and have determined that Foord Ave, Charles St and Wairoa St do not form part of a bus route, including rail replacement buses. As such, bus routes or timetables will not be impacted from these road closures as per REMM TC3. It is noted that the EIS Technical Study – Traffic and Transport Assessment states “Currently no bus routes use the Foord Avenue Underbridge and therefore no bus route would be impacted by the bridge works.” Also, “Currently no bus route uses the Cooks River / Charles Street Underbridge and therefore no bus route would be affected by the bridge works.” Also, “Currently no bus routes use the Wairoa Street Underbridge and therefore no bus route would be impacted by the bridge works.”

JHLOR have reviewed local bus routes and have determined that Garnet St does form part of a local bus route, including rail replacement buses. The EIS Technical Study – Traffic and Transport Assessment states “Bus route 418 crosses the Garnet Street Overbridge. During the full bridge closure period, it would be redirected along Garnet Street where it would re-join the existing route via Duntroon Street”. As such, in accordance with REMM TC3, JHLOR have consulted with the bus operator, Transit Systems, and City of Canterbury Bankstown and organised for rerouting of route 418 for the full road closure period. JHLOR will also installed signage at these bus stops to notify patrons of the changes.
The full road closures will occur within the JHLOE EPL Boundary (EPL 21147) as workers are required to access from the roadway and rail. As such, the following standard construction hours would apply:

- Monday to Friday 7am-6pm
- Saturday 8am-1pm
- No works on Sunday or Public Holidays

Any OOHW would be assessed under the EPL and an OOHW Permit would be produced by JHLOE. Any out of hours local area works to occur outside the limits of EPL Condition L4.8 will only occur if a variation to L4.8 is granted from the NSW EPA.

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
- Telescopic handler
- 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 relevant council.

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

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

- Garnet Street, Hurlstone Park – Under Road Crossing (URX): Road closed full time – 2 weeks full closure and an additional one week contingency during March-April 2020. Specific dates to be agreed with CoCB and IWC.
- Foord Avenue, Hurlstone Park – GST Bridging Structure: Road closed full time 3/01/2020 – 4/01/2020 & 7/03/2020 – 8/03/2020
- Charles Street, Canterbury: Road closed full time 7/03/2020 – 8/03/2020, 2/05/2020 - 3/05/2020, 8/09/2020 – 9/09/2020 & 24/10/2020 – 25/10/2020
- Wairoa Street, Canterbury: Road closed full time 2/01/2020 – 5/01/2020, 7/03/2020 – 8/03/2020, 2/05/2020 – 3/05/2020 & 9/01/2021 – 10/01/2021

The works will predominately occur during standard construction hours, as per Council’s preference.

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.

Garnet Street, Hurlstone Park - URX

The environment at Garnet St, Hurlstone Park can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Garnet St overbridge passes over the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees within the footpath and trees within the rail corridor. There is also an area of Sydney Turpentine Ironbark Forest on the country side of Garnet Street within the rail corridor and an area degraded Sydney Turpentine Ironbark Forest on the city side of Garnet Street within the rail corridor. Rainfall runoff from the area enters stormwater pits located within the curb side gutter. Land surrounding the URX location consists of residential property and a child care centre.
Foord Ave, Hurlstone Park – GST bridging structure
The environment at Foord Ave, Hurlstone Park can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Foord Ave roadway passes under the T3 Bankstown Line and ARTC Goods Line. 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 bridge attachment location consists of residential property. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works. It is noted that the Foord Avenue Underbridge is a S170 heritage listed item, otherwise known as the Hurlstone Park Underbridge.

It is noted that there is no footpath under the Foord Avenue footbridge and no authorised existing pedestrian access. As such, JHLOR will not provide a route for pedestrians from the north to south side of Foord Avenue.

Charles St, Canterbury – GST attachment
The environment at Charles St, Canterbury can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. Charles St is adjacent to the Cooks River. The Charles St roadway passes under the T3 Bankstown Line and ARTC Goods Line. Nearby vegetation consists of planted street trees on the river bank. Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the bridge attachment location consists of residential property and some small businesses. There is no known protected flora or fauna or other “sensitive area” within the vicinity of the works. It is noted that the Cooks River Underbridge is a S170 heritage listed item.

Wairoa St, Canterbury – GST bridging structure
The environment at Wairoa St, Canterbury can be described as typical urban street scape. The roadway is bordered by gutters, footpath, and private property. The Wairoa Street roadway passes under the T3 Bankstown Line and ARTC Goods Line. 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 bridge attachment location consists of residential property. There is no known protected flora or fauna or other “sensitive area” 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 Garnet Street is required to install the CSR, in three separate runs. The CSR cannot pass under the Garnet 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 Garnet 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.
The full road closure of Foord Ave is required as augured footings must be installed within at the bottom of the rail embankment on each side of Foord Ave. Due to the size of the plant, and the amount of materials within the area it is not safe to allow vehicles pass under contraflow and a full road closure must be established. Galvanised Steel Trough will be installed across Foord Ave underbridge. The single span trough will be attached to piers on either side of Foord Ave (i.e. there are no columns in the middle of the bridge to connect to, as such a single span is required). For a single span of trough to be safely lifted into place, all personnel, including the public, must be excluded from the drop zone. Therefore, both lanes on Foord Ave must be closed during the works.

Galvanised Steel Trough will be installed across Charles St underbridge. The single span trough will be attached to piers on either side of Charles St (i.e. there are no columns in the middle of the bridge to connect to, as such a single span is required). For a single span of trough to be safely lifted into place, all personnel, including the public, must be excluded from the drop zone. Therefore, both lanes on Charles St must be closed during the works.

The full road closure of Wairoa St is required as augured footings must be installed within at the bottom of the rail embankment on each side of Wairoa St. Due to the size of the plant, and the amount of materials within the area it is not safe to allow vehicles pass under contraflow and a full road closure must be established. Galvanised Steel Trough will be installed across Wairoa St underbridge. The single span trough will be attached to piers on either side of Wairoa St (i.e. there are no columns in the middle of the bridge to connect to, as such a single span is required). For a single span of trough to be safely lifted into place, all personnel, including the public, must be excluded from the drop zone. Therefore, both lanes on Wairoa St must be closed during the works.

In all cases, full road closures are 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.

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project</th>
<th>Proposed Control Measures in addition to project COA and REMMs</th>
<th>Minimal Impact Y/N</th>
<th>Endorsed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flora and fauna</td>
<td>No change from the EIS and SPIR.                                                                ---------------------------------------------------------------------------------------------------------------</td>
<td>No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.</td>
<td>Y</td>
<td></td>
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</tr>
<tr>
<td>Water</td>
<td>No change from the EIS and SPIR.                                                                ---------------------------------------------------------------------------------------------------------------</td>
<td>No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.</td>
<td>Y</td>
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<tr>
<td>Air quality</td>
<td>No change from the EIS and SPIR.                                                                ---------------------------------------------------------------------------------------------------------------</td>
<td>No change from the EIS and SPIR. Comply with mitigation measures as stated within the CEMP and CEMP sub-plans.</td>
<td>Y</td>
<td></td>
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</tr>
<tr>
<td>Noise vibration</td>
<td>Additional traffic noise on some roads due to the addition of detoured traffic. These impacts are expected to be temporary and minor</td>
<td>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.</td>
<td>Y</td>
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<tr>
<td>Indigenous heritage</td>
<td>No change from the EIS and SPIR.                                                                ---------------------------------------------------------------------------------------------------------------</td>
<td>No change from the EIS and SPIR.</td>
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<td>Non-indigenous heritage</td>
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<td>No change from the EIS and SPIR.</td>
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<tr>
<td>Community and stakeholder</td>
<td>Rerouting of traffic and the 418 bus route 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.</td>
<td>Community consultation and notifications. Signage and notifications for bus route changes. Implementation of control measures as per the CEMP, CEMP sub-plans, CCS and CTMP</td>
<td>Y</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Traffic</td>
<td>Road traffic would be rerouted from roads under a full road closure. Pedestrians and cyclists 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) and cyclists. Rerouting of bus 418 from Garnet Street to an alternative route.</td>
<td>Comply with all CoA and REMMs as allocated under the Staging Report. A Full Road Closure Permit must be obtained from IWC or CoCB (depending on the LGA) 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. Consultation with any agencies identified within REMM TC3 will occur. Maintain access to private property. Maintain parking where possible</td>
<td>Y</td>
<td>Y</td>
<td></td>
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<tr>
<td>Waste</td>
<td>No waste associated with the full road closure activity. No change from the EIS and SPIR.</td>
<td>Coordinate works with any special events</td>
<td>Y</td>
<td></td>
<td></td>
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<tr>
<td>Social</td>
<td>No change from the EIS and SPIR.</td>
<td>No change from the EIS and SPIR. Implementations of control measures as per the CEMP and CTMP.</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economic</td>
<td>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.</td>
<td>No change from the EIS and SPIR.</td>
<td>Y</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual</td>
<td>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.</td>
<td>Community consultation to occur as required. Implementation of control measures as per the CEMP and VAMP.</td>
<td>Y</td>
<td></td>
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<tr>
<td>Urban design</td>
<td>No change from the EIS and SPIR.</td>
<td>No change from the EIS and SPIR.</td>
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<td>Geotechnical</td>
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<td>No change from the EIS and SPIR.</td>
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<tr>
<td>Land use</td>
<td>No change from the EIS and SPIR.</td>
<td>No change from the EIS and SPIR.</td>
<td>Y</td>
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</tbody>
</table>
### Aspect

<table>
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<tr>
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<th>Proposed Control Measures in addition to project COA and REMMs</th>
<th>Minimal Impact Y/N</th>
<th>Endorsed Y/N</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Climate Change</td>
<td>No change from the EIS and SPIR.</td>
<td>No change from the EIS and SPIR.</td>
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<td>Y</td>
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<tr>
<td>Risk</td>
<td>No change from the EIS and SPIR.</td>
<td>No change from the EIS and SPIR.</td>
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<tr>
<td>Other</td>
<td>No change from the EIS and SPIR.</td>
<td>No change from the EIS and SPIR.</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>Management and mitigation measures</td>
<td>No change from the EIS and SPIR.</td>
<td>No change from the EIS and SPIR.</td>
<td>Y</td>
<td>Y</td>
<td></td>
</tr>
</tbody>
</table>
## 11.0 Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project</th>
<th>Proposed Control Measures in addition to project COA and REMMs</th>
<th>Minimal Impact Y/N</th>
<th>Endorsed Y/N</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flora and fauna</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
<td></td>
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<tr>
<td>Water</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
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<tr>
<td>Air quality</td>
<td>No change from the EIS and SPIR.</td>
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<td>N/A</td>
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<tr>
<td>Noise vibration</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
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</tr>
<tr>
<td>Indigenous heritage</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
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<tr>
<td>Non-indigenous heritage</td>
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<tr>
<td>Community and stakeholder</td>
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<tr>
<td>Traffic</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
<td></td>
<td></td>
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<tr>
<td>Waste</td>
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<tr>
<td>Social</td>
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<td>N/A</td>
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<td></td>
</tr>
<tr>
<td>Economic</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aspect</td>
<td>Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project</td>
<td>Proposed Control Measures in addition to project COA and REMMs</td>
<td>Minimal Impact Y/N</td>
<td>Endorsed Y/N</td>
<td>Comments</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------</td>
<td>---------------------</td>
<td>--------------</td>
<td>----------</td>
</tr>
<tr>
<td>Visual</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban design</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
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<tr>
<td>Geotechnical</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
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</tr>
<tr>
<td>Land use</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
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<tr>
<td>Climate Change</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
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<tr>
<td>Risk</td>
<td>No change from the EIS and SPIR.</td>
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<td>N/A</td>
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</tr>
<tr>
<td>Other</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Management and mitigation measures</td>
<td>No change from the EIS and SPIR.</td>
<td></td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
12.0 Consistency with the Approved Project

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

<table>
<thead>
<tr>
<th>Identify all other approvals required for the project:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Full road closure approvals from Councils</td>
<td></td>
</tr>
<tr>
<td>• The CTMP includes the Terrace Road full road closure detour. The CTMP is to be updated to include the Melford Street full road closure.</td>
<td></td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Name:</th>
<th>Cameron Newling</th>
<th>Signature:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title:</td>
<td>Environment Manager</td>
<td></td>
</tr>
<tr>
<td>Company:</td>
<td>JHLOR</td>
<td>Date:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5/12/2019</td>
</tr>
</tbody>
</table>

This section is for Sydney Metro only.

Application supported and submitted by

<table>
<thead>
<tr>
<th>Name:</th>
<th></th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title:</td>
<td>Planning Approvals Manager</td>
<td>Comments:</td>
</tr>
<tr>
<td>Signature:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Name:</th>
<th></th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title:</td>
<td>Director, City &amp; Southwest, Sustainability Environment and Planning</td>
<td>Comments:</td>
</tr>
<tr>
<td>Signature:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix A – Site Location
Appendix B – Lot Details

N/A – Works to occur within road reserve – no lot/DP details
Appendix C – Detours
Appendix D – Bus Detour TCP
Attachment 1 – Stakeholder Consultation
## Traffic application status

<table>
<thead>
<tr>
<th>WE</th>
<th>Location</th>
<th>Council</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-22 Dec 2019</td>
<td>South Pde</td>
<td>CoCB</td>
<td>Car Space Removal – isolation to power pole</td>
</tr>
<tr>
<td>02-05 Jan 2020</td>
<td>Charles</td>
<td>CoCB</td>
<td>Full Road - Stand plant</td>
</tr>
<tr>
<td>03-04 Jan 2020</td>
<td>Foord</td>
<td>CoCB</td>
<td>Full Road – Stand plant</td>
</tr>
<tr>
<td>02-03 Jan 2020</td>
<td>Ness</td>
<td>IWC</td>
<td>Full Road – stand plant</td>
</tr>
<tr>
<td>04 Jan 2020</td>
<td>Melford</td>
<td>CoCB</td>
<td>Stand Plant (Partial occupation)</td>
</tr>
<tr>
<td>27 Dec – 10 Jan</td>
<td>Garnet</td>
<td>IWC / CoCB</td>
<td>Full Road / road opening – Trenching</td>
</tr>
<tr>
<td>13 Jan – 24 Jan</td>
<td>Melford</td>
<td>CoCB</td>
<td>Full Road/ road opening – Trenching</td>
</tr>
<tr>
<td>WE36 (7-8 Mar)</td>
<td>Charles</td>
<td>CoCB</td>
<td>Full Road – Stand plant</td>
</tr>
<tr>
<td>WE36 (7-8 Mar)</td>
<td>Wairoa</td>
<td>CoCB</td>
<td>Full Road / road opening – Trenching</td>
</tr>
<tr>
<td>WE36 (7-8 Mar)</td>
<td>Foord</td>
<td>CoCB</td>
<td>Full Road – Stand plant</td>
</tr>
<tr>
<td>WE36 (7 Mar)</td>
<td>Melford</td>
<td>CoCB</td>
<td>Stand Plant (Partial occupation)</td>
</tr>
<tr>
<td>MW29 (20 Jan – 7 Feb)</td>
<td>Duke St/South Pde</td>
<td>CoCB</td>
<td>Footbridge closure – stand plant</td>
</tr>
<tr>
<td>MW32 (10 Feb- 23 Mar)</td>
<td>South Pde (Duke to Campsie Station)</td>
<td>CoCB</td>
<td>Car space removal – stand plant</td>
</tr>
<tr>
<td>MW37 (30 Mar – 20 Apr)</td>
<td>Church St</td>
<td>CoCB</td>
<td>Footbridge closure – Trenching across footpath</td>
</tr>
</tbody>
</table>

- Applications for closures in Q1 2020 to be submitted by 12/11/19
- Temporary bus application (27/12/19 – 21/01/2020) to be submitted by 12/11/19
Alternate bus stops

• Approved Garnet St road closure (27/12/2019 – 21/01/2020)
• Bus route 418 missed stops on Floss st & Ewart st
• Transit systems requested a new stop Duntroon St before Crinan St
• Traffic control will also be required to CNR Hampden & Duntroon to allow a left turn
Bankstown Extension

Transit Systems: Proposed temp bus stop location
Proposed Under Road Crossing [URX] With in Inner West

Part of Metro Works on the Bankstown line
Locations of URX with Inner West boundary
Garnet Street - URX

Canterbury & Bankstown Council
Hi Dan,

Thanks for the update.

To ensure this date change is captured, can you please append this note to the back of the approved Planning Approval Consistency Assessment SMCSWSSJ-JHL-WEC-EM-REC-000018 - PACA - Garnet, Foord, Charles, Wairoa Full Road Closures.

Thanks,
Tim

---

Hi Tim,

Regarding the Planning Approval Consistency Assessment SMCSWSSJ-JHL-WEC-EM-REC-000018 - PACA - Garnet, Foord, Charles, Wairoa Full Road Closures, JHLOR was not able to commence works at these locations as per the original full road closure time period specified within the endorsed PACA due to design delays.

Pending approval from City of Canterbury Bankstown Council and Inner West Council for Garnet St, JHLOR proposes to undertake works in the following locations on the following dates;

- Garnet Street, Dulwich Hill 2nd – 23rd November 2020
- Foord Avenue, Hurlstone Park 8th-9th August 2020
- Charles St, Canterbury 8th-9th August 2020, 24th-25th October 2020
- Wairoa St, Canterbury 8th-9th August 2020

The impacts and mitigation measures will remain consistent with those described in the endorsed PACA.

Regards,

Daniel Keegan
Environment Manager

Sydenham Metro upgrade project

John Holland Laing O’Rourke Joint Venture
100a Marrickville Road, Marrickville NSW 2204
PO Box 195, Marrickville NSW 1475
Hi Dan,

Thanks for the update.

To ensure this date change is captured, can you please append this note to the back of the approved Planning Approval Consistency Assessment SMCSWSSJ-JHL-WEC-EM-REC-000018 - PACA - Garnet, Foord, Charles, Wairoa Full Road Closures.

Thanks,
Tim

Hi Tim,

In regards to the below email, both Foord Avenue Hurlstone Park and Wairoa St Canterbury will be under a full road closure on 24th-25th October 2020 to facilitate CSR works during the WE17 Possession.

The impacts and mitigation measures will remain consistent with those described in the endorsed PACA.

Regards,
Dan Keegan

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