



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Additional Land at Carrington Road
Prepared by:	Dan Keegan
Prepared for:	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

Section 2.8 of the SPIR Appendix B detailed 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.

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, 22nd 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

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 short-term use of additional land, outside of the Project Boundary, at Carrington Road, Marrickville. The site will predominately be used for Meeks Road Bridge rectification works, however laydown for other works may also occur. The land (Lot 1 DP 744955) is owned by Sydney Water Corporation. The area will be used for the storage of

equipment, plant items and the like required to undertake the site works. It is noted that some plant may operate in the area to move equipment and materials. Other plant as listed below, such as generators and compressors may be utilised in the area, other plant will be stored in the area. Lighting towers will be used at night time within the area to allow for sufficient lighting during works.

The works will occur over a number of possession weekends as listed in Section 3. The area will be used approximately for 24 hours before and after these periods as materials are stored and removed for possession-based works.

The indicative location of the proposed laydown is included in Appendix A. The Lot/DP boundary is included in Appendix B.

The following types of plant and equipment may be used and/or stored within the subject area as part of the works;

- Light vehicles
- Heavy Vehicles
- Generators
- Compressors
- Cranes
- Elevated Work Platform and the like
- Lighting towers

Depending on the scope of works, similar types of plant and equipment may be used and/or stored within the area.

Construction materials will include, but not be limited to; scaffolding, rolls of plastic and tape, bins.

Approximately 5-10 workers will be working in the location.

There are no known utility impacts as part of the activity. Works will not include excavation.

There will be no additional waste associated with the establishment of the laydown. A skip bin containing waste from the bridge rectification works may be kept in the area during works.

No hazardous or dangerous goods will be used stored within the laydown. Some jerry cans of fuel may temporarily be brought to the site for refuelling purposes. These will not be stored in the area.

3. Timeframe

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

The laydown will primarily be used over the following possession weekends;

- WE20 – 12/11/21 – 15/11/21
- Christmas Possession – 26/12/21 – 10/01/22
- WE34 – 18/02/22 – 21/02/22
- WE39 – 25/03/22 – 28/03/22
- WE45 – 06/05/22 – 09/05/22

Although some minor, inert construction materials may remain in the area, the majority of materials will be removed following the possession weekends (e.g. scaffolding will be removed by the subcontractor for use on other projects).

4. 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 additional laydown area will occupy Lot 1 DP744955 as shown in Appendix B

5. 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 itself is a flat grassed area, accessed via a rail crossing at Carrington Road, Marrickville. The surrounding land uses are industrial/commercial with a sewage pumping station to the east, the T3 Bankstown Line Rail embankment to the north and various commercial premises to the south and west. The closest residential properties are approximately 70m away.

The nearest waterway is approximately 70m away (to the west). The laydown area is small and drains overland towards the Australian Rail Track Corporation (ARTC) line to the south.

The nearby embankment is vegetated with established trees. These will not be impacted as part of the laydown. There is no known protected flora or fauna within the area.

Sewage Pumping Station 271 to the east of the proposed laydown location is listed on the State Heritage Register (listing number: 01342). There are no vibratory works associated with the use of the laydown. Laydown will occur outside the state heritage curtilage and will be temporary only. There is no line of sight for members of the public between the laydown and Sewage Pumping Station. Signage will be put in place to make workers aware of the heritage site.

'Sewage Pumping Station 271, chimney stack, and two storey residence, including interiors' is also a locally listed heritage item (number: 167) under the Marrickville Local Environment Plan (LEP) 2011. The area under the listing includes Lot 1, DP 182542; Lots 1 and 2, DP 744955, noting that the proposed laydown area is within Lot 1 DP744955. However, the heritage listing mapping appears to be an anomaly as the site is cleared (except for grasses) and JHLOR have not identified any structures or other items of heritage significance within the laydown area, including plants or trees. The area is owned by Sydney Water Corporation (SWC) – any works will occur in accordance with conditions specified by SWC. Appendix A includes an image of the Heritage Item extents as mapped within the LEP. Appendix A also includes a recent aerial image that indicates the area does not include any structures or other items of heritage significance.

6. 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.

There is a limited amount of laydown area available within the existing project boundary at this site. To accommodate the materials, plant and equipment required to undertake the Southwest Metro Corridor Works additional space is required. Additional space will mitigate the risk to worker safety.

7. Environmental Benefit

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

None

8. 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, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Heritage Management Plan (CHMP), Construction Soil and Water Management Plan (CSWMP) (including an Erosion and Sediment Control Plan (ESCP), 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 EIS and SPIR.	No additional control measures required.	Y	Y	
Water	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Air quality	Localised air quality impacts from movement of plant, equipment and materials to this area. However, the extent is minor and given the context of the site is not expected to impact any sensitive receivers.	No additional control measures required.	Y	Y	
Noise vibration	No change from the EIS and SPIR. It is noted there will be no vibratory works in the area and as such no vibration impacts are expected to nearby structures.	No additional control measures required.	Y	Y	
Aboriginal heritage	No change from the EIS and SPIR.	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
Non-Aboriginal heritage	<p>Works to occur in close proximity to the state heritage listed site, Sewage Pumping Station 271 site. However, given that the works are not within the curtilage of this item, are temporary, and considered to be minor works, not impact is expected to this item.</p> <p>The works are within Lot 1 DP744955 and this forms part of local Heritage Item I67 'Sewer Pumping Station, chimney stack and two storey residence, including interiors' as per the Marrickville LEP 2011. However, this site is cleared and there are no known items or features within the proposed laydown area site – refer to Appendix A for an image of the extents of the Heritage area for item I67 and a recent aerial of the area showing no structures or items. The Sewer Pumping Station, chimney stack and two storey residence are separated from the proposed laydown site by existing fencing. Therefore no direct impacts to this heritage item are expected. There is expected to be a negligible level of indirect impacts (visual) due to the temporary nature of the use of the area and the limited sight lines for the area from public spaces. JHLOR will comply with the any conditions for use imposed by the land owner, Sydney Water Corporation.</p>	<p>Sign posting of Sewage Pumping Station 271</p> <p>Further measures are dependant on outcomes of landowner consultation.</p>	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	Dependant on outcomes of landowner consultation.	Y	Y	
Traffic	<p>There will be no increase in vehicle numbers entering the work site with the addition of the laydown. No new roads will be impacted by the addition of the laydown.</p> <p>No change from the EIS and SPIR.</p>	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
Waste	No additional waste is expected to be generated from the material, equipment and machinery laydown area. Bins will be used for the rectification works and may be stored in the area. No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Social	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Economic	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Visual	Some materials will be stored within the area temporarily. The area is surrounded by railway lines and commercial premises that are set back from the street. As such, visual impacts will be negligible – there is no public access to any area that would have a disrupted line of sight.	No additional control measures required.	Y	Y	
Urban design	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Land use	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No additional control measures required.	Y	Y	
Risk	No change from the EIS and SPIR.	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 change from the EIS and SPIR.	N/A	Y	Y	
Water	No change from the EIS and SPIR.	N/A	Y	Y	
Air quality	No change from the EIS and SPIR.	N/A	Y	Y	
Noise vibration	No change from the EIS and SPIR.	N/A	Y	Y	
Indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A	Y	Y	
Traffic	No change from the EIS and SPIR.	N/A	Y	Y	
Waste	No change from the EIS and SPIR.	N/A	Y	Y	
Social	No change from the EIS and SPIR.	N/A	Y	Y	
Economic	No change from the EIS and SPIR.	N/A	Y	Y	
Visual	No change from the EIS and SPIR.	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 change from the EIS and SPIR.	N/A	Y	Y	
Geotechnical	No change from the EIS and SPIR.	N/A	Y	Y	
Land use	No change from the EIS and SPIR.	N/A	Y	Y	
Climate Change	No change from the EIS and SPIR.	N/A	Y	Y	
Risk	No change from the EIS and SPIR.	N/A	Y	Y	
Other	No change from the EIS and SPIR.	N/A	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	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, SCO and Sydney Water Corporation.
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:

None

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:	9/11/2021

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	
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:	
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Location

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Metro Body of Knowledge (MBoK)

(Uncontrolled when printed)



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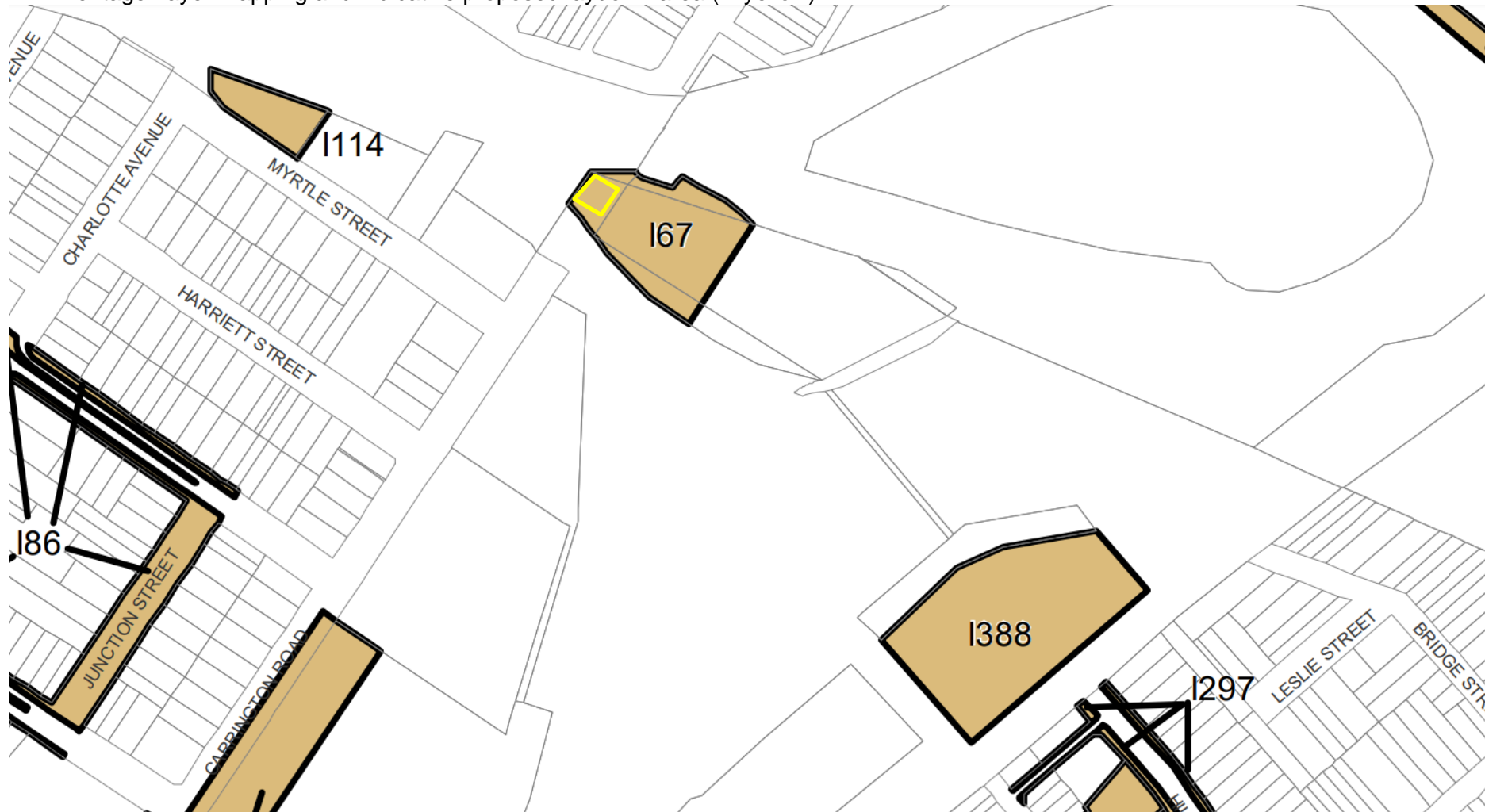
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SMCSWSSJ-JHL-WEC-EM-REC-000036 - PACA-005 - Additional Land
Carrington RevC.docx

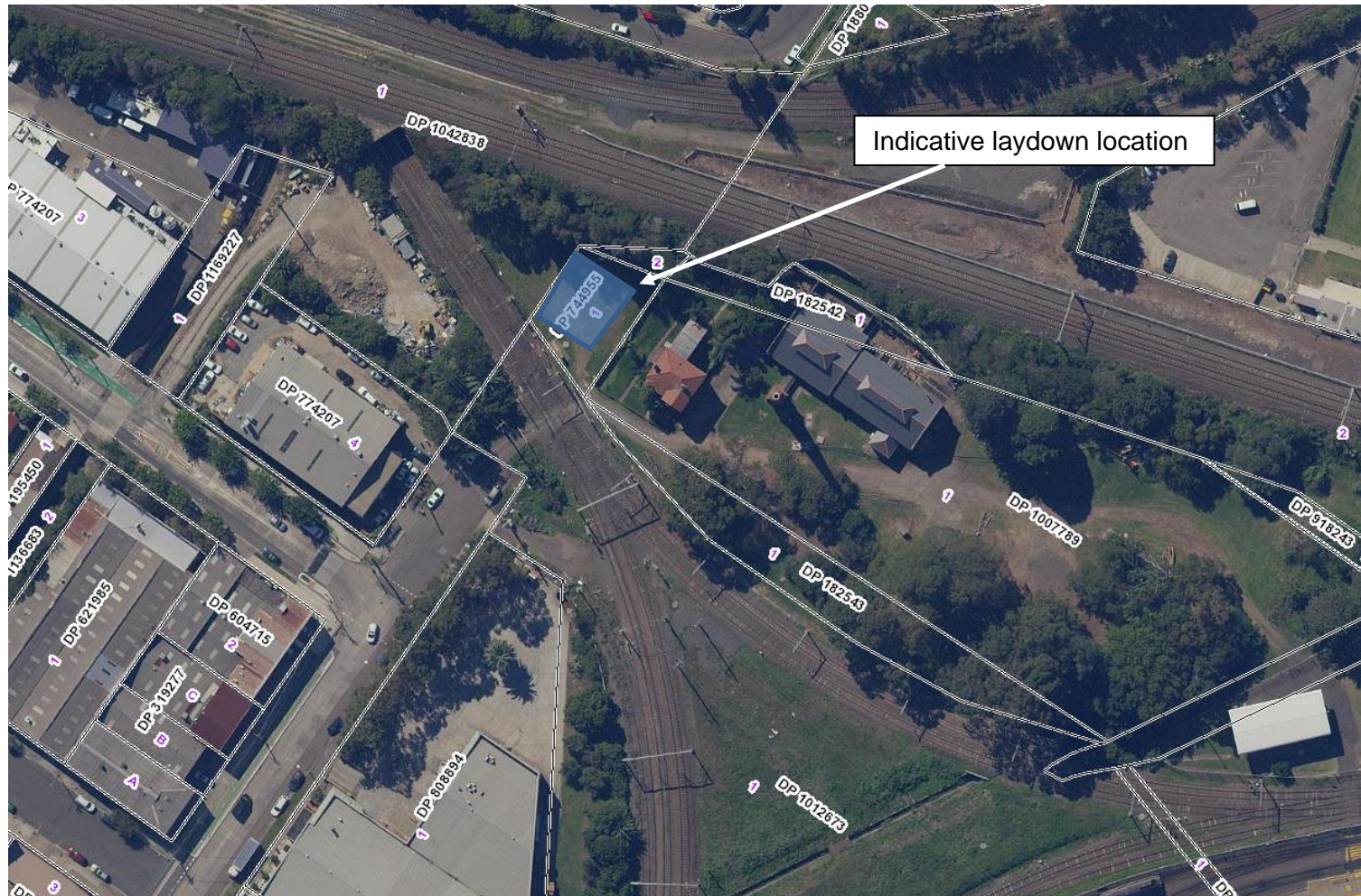
LEP Heritage Layer Mapping and indicative proposed laydown area (in yellow)



Recent Nearmap image showing indicative proposed laydown area is clear



Appendix B – Lot/DP Map



Appendix C – Landowner’s Consent

*Consultation currently ongoing